



**Scott County**  
**Planning Advisory Commission**  
**September 14, 2020**  
**6:40PM**

**Scott County Government Center**  
**County Board Room**  
**200 Fourth Avenue West**  
**Shakopee, MN**



**Scott County**  
**September 14, 2020**  
**Planning Advisory Commission Meeting**

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**SCOTT COUNTY  
PLANNING ADVISORY COMMISSION  
AGENDA**

**Scott County Government Center  
200 Fourth Avenue West  
Shakopee, Minnesota**

**Monday, September 14, 2020  
County Board Room at 6:40 PM**

**I. ROLL CALL AND INTRODUCTIONS**

**II. APPROVAL OF AUGUST 10, 2020 MEETING MINUTES**

**III. CONSENT AGENDA**

(All items listed are considered by the Planning Commission to be routine and will be enacted by one motion. There will be no separate discussion of these items unless a Planning Commission Board member or public member so requests, in which event the item will be removed from the Consent Agenda to be considered separately.)

**3.1 PUBLIC HEARING 6:40 PM – MESENBRINK REZONE (PL#2020-047)**

- A. Request to Rezone 95.32 Acres From Urban Expansion Reserve District, UER, to Urban Expansion Reserve Cluster District, UER-C.

**Location:** Section 10  
**Township:** Credit River  
**Current Zoning:** UER

**IV. PUBLIC HEARING – 6:45 PM – SCHIEFFER HELIPORT (PL#2020-048)**

- A. Request for Conditional Use Permit to Construct and Operate a Private Heliport in the RR-1 District

**Location:** Section 26  
**Township:** Cedar Lake  
**Current Zoning:** RR-1

**V. PLANNING MANAGER UPDATE**

**VI. GENERAL & ADJOURN**



**SCOTT COUNTY  
PLANNING ADVISORY COMMISSION  
MEETING MINUTES**

**Scott County Government Center  
200 Fourth Avenue West  
Shakopee, Minnesota**

**Monday, August 10, 2020  
County Board Room at 6:45 PM**

**I. ROLL CALL AND INTRODUCTIONS**

Chair Vonhof opened the meeting at 6:45 PM with the following members present: Gary Hartmann, Ray Huber, Ed Hrabec by phone, Lee Watson, Barbara Johnson by phone and Donna Hentges by phone.

**County Staff Present:** Brad Davis, Planning Manager; Marty Schmitz, Zoning Administrator; Greg Wagner, Principal Planner; Nathan Hall, Associate Planner; Tom Wolf, County Board Commissioner by phone; and Barb Simonson, Deputy Clerk to the Board.

Phone attendees used Skype teleconference.

**II. APPROVAL OF JULY 13, 2020 PLANNING ADVISORY COMMISSION MINUTES**

**Motion by Commissioner Hrabec; second by Commissioner Hentges to approve the minutes of July 13, 2020 Planning Advisory meeting. The motion carried.**

Chair Vonhof called for a roll call vote with results as follows:

Commissioner Vonhof: Aye  
Commissioner Hartmann: Aye  
Commissioner Hentges: Aye  
Commissioner Hrabec: Aye  
Commissioner Huber: Aye  
Commissioner Johnson: Aye  
Commissioner Watson: Abstain

The motion passed with 6 Ayes and 1 Abstained vote.

**III. CONSENT AGENDA**

(All items listed were considered by the Planning Commission to be routine and were enacted by one motion. There was no separate discussion of these items unless a Planning Commission Board member or public member so requested, in which event the item would be removed from the Consent Agenda to be considered separately. No such request was received.)

**3.1 PUBLIC HEARING 6:46 PM: JACKSON REZONE (PL#2020-038)**

- A. Request to Rezone 3 Acres from RR-1, Rural Residential Reserve District, to RR-2, Rural Residential Single-Family District.



**Location:** Section 13  
**Township:** Spring Lake  
**Current Zoning:** RR-1

**Criteria for Approval:**

1. *The proposed action has been considered in relation to the specific policies and provisions of and has been found to be consistent with the official County Comprehensive Plan.*

The proposed rezoning conforms to the goals and policies contained in the 2040 Comprehensive Plan for the Rural Residential Growth area.

2. *The proposed use is or will be compatible with present and future land uses of the area.*

The use will remain single-family residential and the parcel size conforms with the 2040 Comprehensive Plan.

3. *The proposed use conforms to all performance standards contained in this Ordinance.*

The use of the property is not changing, the property will remain single-family residential.

4. *The proposed use can be accommodated with existing and planned public services and will not overburden the County or Township's service capacity.*

The use is not changing and therefore will not adversely impact public service capacity for local service providers.

5. *Traffic generation by the proposed use is within capabilities of streets serving the property.*

The existing residence has frontage on Revere Avenue and the access point will not be altered.

**3.2 PUBLIC HEARING 6:55 PM: HWY 169 COMMERCIAL FINAL PLAT (PL#2017-003)**

- A. Request for Final Plat of Highway 169 Commercial Plat Consisting of 6 Lots on 37.00 Acres.

**Location:** Section 21  
**Township:** Louisville  
**Current Zoning:** C-1

Item 3.2 was continued to the September Planning Commission Meeting.

**Motion by Commission Watson; second by Commission Johnson to approve the consent agenda as amended with item 3.2 continued. The motion carried based on a roll call vote.**

**Chair Vonhof called for a roll call vote with results as follows:**

**Commissioner Vonhof: Aye  
Commissioner Hartmann: Aye  
Commissioner Hentges: Aye  
Commissioner Hrabe: Aye  
Commissioner Huber: Aye  
Commissioner Johnson: Aye  
Commissioner Watson: Aye**

**The motion passed with 7 Ayes.**

#### IV. PUBLIC HEARING 6:56 PM SHAKOEE BOWL (PL#2020-018)

##### A. Request for Conditional Use Permit Amendment FOR Bowling Alley and Bar/Restaurant

**Location:** Section 22  
**Township:** Louisville  
**Current Zoning:**

Greg Wagner presented the staff report for this application. The specific details within the staff report and a video are available on the Scott County Website link: [August 10, 2020 Planning Advisory Commission Agenda Packet.](#)

(To view the staff report on the county website using the link, click on the download arrow and click on Agenda, then Save and then Open. Next open the bookmark at the top of the page and click on the Shakopee Bowl project name.)

##### Commissioner's Comments and Questions:

Commissioner Hartmann asked about noise tests and what do they take into consideration, such as highway noise. *Mr. Wagner made note of past projects such as mining operations when a noise study was done and how it was conducted, and that a base background reading is taken before measuring the noise generating activity.*

Commissioner Watson commented on condition number 11 and noted it appeared to be a standard condition. *Mr. Wagner explained it was standard for restaurants and cited other examples in the county of similar venues and hours.*

Commissioner Johnson asked for the amount parking spaces on the property.

*Applicant Dave Johnson approached the podium and reported they have 148 parking spaces and 6 handicapped spaces. Mr. Wagner noted in the staff report that 147 spaces are required for these uses.*

Commissioner Hrabe asked the applicant if he had any plans for pyrotechnics during the summer months.

*Applicant Dave Johnson reported he does have any plans or desires to do firework shows.*

Commissioner Hartmann asked about flea markets and where the applicant would set on up on the property and asked if applicant knew how many other bowling alleys were in Scott County.

*Applicant Dave Johnson reported that he has not had a flea market since he began to own the place in 2018. At this time, he has no plans to host one but also does not want to limit their options by removing that use from the CUP just in case they would ever want to host such an event. Applicant thinks the only remaining bowling alley is in New Prague with 8 lanes.*

Commissioner Hentges inquired about separate permits needed for large gatherings or assemblies. *Mr. Wagner responded that the County had amended the Large Assembly Ordinance regulations that would govern any use having over 250 people. The CUP would allow gatherings up to 250 but over 250 would require the Large Assembly Permit with review by the Township, County Sheriff's Office, and other County departments.*

Commissioner Huber asked applicant if alternative ideas to reduce noise towards the residential area have been discussed such as facing speakers towards the highway.

*Applicant Dave Johnson reported the property does have mature trees on the east side that will help reduce noise to the residents and will also be constructing a 6 ft fence. The music plan is to have acoustic music, which is in general more relaxing, easy going music for people to sit, talk, and enjoy their food. Speakers would be directed to the west towards Hwy 169. Applicant reported he is involved in local youth sports and sponsors fundraising events for the community sporting teams. He has special Olympic bowling on Saturdays. He wants it to be a family entertainment center and sports bar first not a bar/night club.*

Commissioner Hartmann inquired about water drainage and noted he has made observations about the flow of water in the area and does the applicant feel it is a concern.

*Applicant Dave Johnson noted there will be concrete curbing put it and they have already redone the whole parking lot due to damage caused by water and ice. This has improved the area greatly.*

Louisville Township representatives John Weckman and Bob Pieper commented on the how the applicant has been working with the Town Board to reach agreement on his desired use of the property including how to best limit and handle noise that may affect the area neighbors.

Planning Manger noted planning staff are monitoring a live email and would like to wait a few more minutes to see if any questions or comments have arrived in the email from other citizens.

Chair Vonhof inquired about plans to purchase additional land for parking. He also asked for clarification from Planner Greg Wagner about the final criteria and recommendations for the projects including information from the township planner Cindy Nash.

Applicant Dave Johnson reported he has first right of refusal to purchase an adjacent property should he want additional parking in the future.

Planner Greg Wagner clarified the criteria and recommendations for the Board.

The public hearing was opened to the public, no one from the general public approached the podium.

Planning Manager Brad Davis reported no other comments were received from the live email.

**Motion by Commissioner Hartmann to close the public hearing; second by Commission Watson. The motion carried with a roll call vote.**

**Chair Vonhof called for a roll call vote to close the public hearing with results as follows:**

**Commissioner Vonhof: Aye  
Commissioner Hartmann: Aye  
Commissioner Hentges: Aye  
Commissioner Hrabe: Aye  
Commissioner Huber: Aye  
Commissioner Johnson: Aye  
Commissioner Watson: Aye**

**The motion passed with 7 Ayes**

**Motion by Commissioner Watson; second by Commission Hartmann, based on the conditions and criteria for approval listed in the staff report, I recommend approval of the Conditional Use Permit Amendment for Shakopee Bowl, LLC to operate an Indoor Commercial Recreational Use (bowling alley), Outdoor Commercial Recreational Use (volleyball, whiffle ball) and a Bar/Restaurant, noting the amended conditions recommended by the Township and presented to the Planning Commission. The motion carried with a roll call vote.**

Commissioner Hartmann provided feedback commending the applicant and township for working together on the matter, to the Town Board for doing their homework and to the applicant for reviving the family friendly bowling alley.

Commissioner Johnson thanked Commissioner Hartmann for his recognition of the parties.

**Chair Vonhof called for a roll call vote to approve the request with results as follows:**

**Commissioner Vonhof: Aye  
Commissioner Hartmann: Aye  
Commissioner Hentges: Aye  
Commissioner Hrabe: Aye  
Commissioner Huber: Aye  
Commissioner Johnson: Aye  
Commissioner Watson: Aye**

**The motion passed with 7 Ayes.**

**Criteria for Approval (Chapter 2-6-1):**

1. The use will not create an excessive burden on public facilities and utilities that serve or are proposed to serve the area.

*The use has been operating since 1978 and has not created a burden on public facilities or utilities.*

2. The use will be sufficiently compatible with, or separated by sufficient distance from, or screened from adjacent agricultural or residential land uses so that there will be no deterrence to the use or development of adjacent land and uses.

*The 5-acre parcel is surrounded on all sides by vacant commercially zoned property. The nearest residential home is 1/8 mile to the east and the east lot line of the subject property has a mature wood line that provides screening.*

3. Each structure or improvement is so designed and constructed that it is not unsightly in appearance to the extent that it will hinder the orderly and harmonious development of the district wherein proposed.

*The bowling alley building is a precast concrete structure constructed in 1998 and is similar to other commercial venues of this type. They have added windows and doors to improve lighting in the bar/restaurant area.*

4. The use is consistent with the purposes of the Ordinance and the purposes of the zoning district in which the applicant intends to locate the proposed use.

*Indoor and Outdoor Commercial Recreation are allowed as Administrative Permits in the Commercial District. Bars/Restaurants are allowed via Conditional Use Permits.*

5. The use is not in conflict with the Comprehensive Plan of Scott County.

*The Comprehensive Plan guides this property as Commercial, which would support this type of recreational use and bars/restaurants.*

6. Adequate measures have been taken to provide ingress and egress so designed as to minimize traffic congestion, provide adequate access to public roads, and provide sufficient on-site parking.

*The site has two existing paved accesses to 133<sup>rd</sup> Street West, a paved township road, and the applicants repaved and striped the parking lot where it previously had no delineated parking rows or spaces. Proposed parking meets County Ordinance standards for required spaces. No off-site parking is allowed.*

7. Adequate water supply, individual sewage treatment system facilities, erosion control and stormwater management are provided in accordance with applicable standards.

*The facility has its own well for water supply and has a septic system that has passed compliance inspections in 1998 and 2018. The applicants have also begun pumping the system on a quarterly basis as recommended by Scott County Environmental Services.*

8. All buildings/structures must meet the intent of the State Building Code and/or fire codes.

*Building permits have been obtained for the remodeling work as required by the State Building Code and Scott County Building Official.*

**Conditions of Approval:**

1. The applicant is to file with ~~Scott County Planning Office~~ Scott County Zoning Administration in January of each year a statement indicating that ~~he is the site and business are~~ the site and business are in compliance with the conditions of the Conditional Use Permit (CUP). ~~Failure to do so may be a basis for revocation of the Conditional Use Permit.~~
2. If ownership of the business changes, the new owner shall contact ~~the Scott County Planning Office~~ Zoning Administration and Louisville Township to review the conditions of the permit.
3. This CUP issued specifically to Shakopee Bowl LLC (d.b.a. Horseshoe Bar and Grill) to allow an indoor/outdoor commercial recreational facility, bar/restaurant, and certain outdoor events
  - a. Outdoor commercial recreational consists of the volleyball courts, whiffleball fields, and recreational games area, all as shown on the site plans.
  - b. Outdoor events consisting of periodic special events limited to less than 250 persons and are also limited to car shows, flea markets, antique shows, corporate functions, weddings, farmers market, and family carnivals.
4. Any one-time outdoor event in excess of 250 people shall be subject to the Scott County Large Assembly Ordinance procedures and requirements. The maximum number of people at any outdoor event shall be ~~limited to 1,000~~ established as part of a Large Assembly Permit Application review by the County and Township Board.
5. All parking shall be provided on site. No parking shall be allowed on private driveways or state, county, or township road rights-of-way. All lighting shall comply with the Scott County Zoning Ordinance for lighting standards.
6. Signage shall comply with the Scott County Zoning Ordinance for signage. ~~be limited to 400 sq. ft. allowed by Variance #850-V-2 approved in 1982.~~
7. ~~All outdoor events shall be located west of the existing building.~~ The site shall be developed in compliance with existing building and outdoor facilities (volleyball courts and associated patio), and new outdoor recreation areas as identified on the application site plan that include a 50'x 50' concrete patio for bar/restaurant seating, a 30'x 50' concrete area for recreational games (corn hole, rope toss, and other similar games) with seating and a 42"x42" firepit, a 20'x 40' smoking

patio, and a 100'x 100' whiffle ball play field. (Site plans attached to this report will be stamped and dated on County Board approval date).

8. Alcoholic beverages may be allowed by ~~legal permit~~ approved liquor license for the sale and consumption of alcohol according to state and county regulations.
- ~~9. The applicant shall provide fire protection, medical services, and security for outdoor events. (Condition removed as it would be addressed under a Large Assembly Permit Application).~~
- ~~10. All solid waste shall be properly disposed of within 24 hours of an outdoor event. (Condition removed as it would be addressed under a Large Assembly Permit Application).~~
11. Hours of operation for serving food and liquor on the outdoor patios shall be from 9:00 a.m. to 1:00 a.m., or as otherwise established under an approved liquor license. Hours of operation for outdoor events, specifically the volleyball courts and wiffleball field, shall be limited from 9:00 a.m. – 10:00 p.m. on Sunday through Thursday, and until 11:00 p.m. on Friday and Saturday.
12. Live music allowed outside on the patio area shall consist of acoustic style performance with acoustic style speakers only. Speakers shall face westward, so sound is directed toward the west opposite from residential areas to the east and south. Hours for any outdoor patio music shall be 9:00 a.m. to 10:00 p.m. Noise levels shall at all times comply with MPCA decibel standards for noise control. Further, no music, instruments, speakers, or other device for the production or reproduction of sound in a distinctly and loudly audible manner as to disturb the peace, quiet, and comfort of any person nearby is permitted. Noise from music or the gatherings of persons on the property between 10:00 p.m. and 9:00 a.m. in such a manner as to be plainly audible at the property line of the structure or building in which it is located shall be a violation.
13. No camping or open fires shall be allowed, except for the outdoor fire pit allowed on the patio.
14. Operation of the property shall be in conformance with Louisville Township ordinances, including but not limited to nuisance and parking ordinances, as amended from time to time.
- ~~15. No concerts or bands shall be permitted at an outdoor event without prior written approval of the Louisville Town Board. (Condition removed as it would be addressed under a Large Assembly Permit Application).~~
- ~~16. The request shall not be forwarded to the County Board until the compliance inspection for the sewer system has been evaluated and approved by County staff. (Condition removed as septic system compliance is reviewed for any building permit and a 2018 passing compliance inspection report was received).~~
- ~~17. Restroom facilities for outdoor events shall be provided by portable facilities in compliance with requirements of the Department of Health. (Condition removed as it would be addressed under a Large Assembly Permit Application).~~

~~18. The applicant shall provide the County and Town Board with an operational plan of events at least 30 days prior to each event. (Condition removed as it would be addressed under a Large Assembly Permit Application).~~

~~19. This CUP shall be reviewed in November of 1998 to review compliance of the conditions. (Condition removed as passing compliance inspection received in 2018).~~

**V. PLANNING MANAGER UPDATE REPORT-Presented by Brad Davis**

**VI. GENERAL & ADJOURN**

**Motion by Commissioner Huber; second by Commission Watson to adjourn the meeting at 7:47 PM. The motion carried unanimously.**

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**Tom Vonhof**  
**Chair, Planning Advisory Commission**

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**Date**

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**Barbara Simonson**  
**Deputy Clerk to the Board**

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**Date**



## STAFF REPORT PREPARED FOR TOWNSHIPS & COUNTY PLANNING ADVISORY COMMISSION

GOVERNMENT CENTER 114 • 200 FOURTH AVENUE WEST • SHAKOPEE, MN 55379-1220  
(952)496-8475 • Fax (952)496-8496 • Web [www.co.scott.mn.us](http://www.co.scott.mn.us)

### Mesenbrink Rezoning PL2020-047

#### Request:

A) Rezoning of 95.32 acres from Urban Expansion Reserve District, UER, to Urban Expansion Reserve Cluster District, UER-C.

Greg Wagner, Principal Planner, is the project manager and is available for questions at 952-496-8360.

#### General Information:

<b>Applicant:</b>	John Mesenbrink	<b>Site Location:</b>	17963 Natchez Avenue
<b>Property Owners:</b>	John & Mary Mesenbrink	<b>Township:</b>	Section 10, Credit River
<b>Public Hearing Date:</b>	September 14, 2020	<b>Action Deadline:</b>	October 3, 2020 (60 Day)

#### Zoning/Comprehensive Plan Information:

<b>Zoning District:</b>	Urban Expansion Reserve Cluster	<b>Comprehensive Land Use Plan:</b>	Urban Expansion
<b>Overlay Zoning District:</b>	Shoreland	<b>School District:</b>	Lakeville #194
<b>Watershed District:</b>	Scott WMO	<b>Fire District:</b>	Prior Lake Fire
<b>Ordinance Sections:</b>	Chapter 31	<b>Ambulance District:</b>	Allina Transportation

#### Report Attachments:

1. Site Location Map
2. Aerial Photo
3. Application letter dated July 28, 2020
4. Certificate of Survey dated July 28, 2020



<b>Comprehensive Plan-</b>	The property was guided Urban Expansion Reserve under the 2030 Comprehensive Plan. Since Credit River Township plans to assume land use authority the township was not included in the 2040 Comprehensive Plan Update.
<b>Adjacent Land Use/Zoning-</b>	<u>North</u> – Murphy Hanrehan Park Reserve, zoned UER <u>South</u> – 120 acre agricultural parcel, zoned UER <u>West</u> – 2.5 - 5 acre residential lots, zoned UER & UER-C <u>East</u> – Murphy Hanrehan Park Reserve, zoned UER
<b>Existing Conditions-</b>	The 95.32 acres is a mix of agricultural land, woodland, and wetland. There are five detached accessory buildings on the property, as well as a single family home.
<b>Ordinance Requirements-</b>	<u>Density</u> – 1 dwelling unit per 40 acres <u>Lot Size</u> – 1 acre of non-hydric land and the ability to locate a home and two (2) individual sewage treatment systems, which all meet applicable setback requirements. <u>Lot Width</u> – 100 feet from the front setback line maintained to the primary building site <u>Structure Setbacks:</u> Front Yard: 30 feet from local road right-of-way Side Yard: Thirty (15) feet Rear Yard: Sixty (30) feet
<b>Proposed Development-</b>	<u>Density</u> – 1 dwelling unit per 40 acres <u>Lot Size</u> – 7.3 acres for existing home; The remaining parcel will be 88.02 acres. <u>Lot Width</u> – Minimum proposed is 100 feet <u>Setbacks</u> – The existing house meets all required setbacks, which were verified at time of building permit.
<b>Existing Roads-</b>	The property has frontage on Natchez Avenue, a paved Credit River Township road.
<b>Proposed Roads-</b>	No new roads are proposed for this project.
<b>Public Hearing Notice-</b>	Required public hearing notices were mailed to all adjacent property owners within ½ mile of the property.

**Site Photo:** View of the existing 95 acre parcel and home location is indicated by arrow



### **Background & Analysis**

John and Mary Mesenbrink are requesting a rezoning of their 95.32 acre parcel in order to split off an existing home. The 95.32 acre parcel is a mix of open agricultural land, woodlands, and wetlands, and the parcel borders Murphy Hanrehan Park Reserve on the east and north boundaries. The parcel has several detached accessory buildings scattered through the property, and the applicants built a home on the parcel in 2019 for their daughter, which they are now looking to split off on its own parcel.

The Scott County Subdivision Ordinance allows existing residences on parcels 40 acres or larger to be subdivided administratively. Under the current Urban Expansion Reserve, UER, zoning district the density is 1 dwelling per 40 acres and a 40 acre minimum lot size. The applicants propose to rezone the parcel to the Urban Expansion Reserve Cluster, UER-C, zoning district that is also 1 dwelling per 40 acres but allows a 1 acre non-hydric soils minimum lot size.

The property is served by a residential driveway that extends back 2,000 feet and turns north where it also provides access to a land-locked neighbor's home. The home to be subdivided off was built in 2019 and is located just east of the northern turn in the drive. As proposed the new residential lot would be approximately 7.5 acres and consist of a 100 foot wide strip that would be maintained back 600 feet from Natchez Avenue where an existing accessory building requires that the strips narrows to 66 feet until it reaches the home location.

Since the required UER-C lot width is 100 feet from the front yard setback to the location of the principal structure, the applicants have also requested a lot width variance to allow the 66 foot wide width from the accessory building back to the home. This variance will be decided by the Scott County Board of Adjustment ahead of the rezoning request, and approval of the lot width variance is a requirement of the rezoning approval.

**Environmental:** A primary and an alternate septic site were identified when the home was built as part of the septic permit. The two septic sites are located on the proposed residential lot. Since the remnant parcel is over 80 acres Scott County Environmental Services is not requiring any additional septic work or review on that parcel.

**Natural Resources:** No grading or other land disturbing activities are proposed for this rezoning request. The National Wetland Inventory does not identify any wetlands on the subject property being subdivided off.

**Township Recommendation:**

The Credit River Town Board will be making a recommendation at their September 2020 monthly meeting. A copy of the recommendation will be provided at the public hearing.

**Staff Recommendation:**

Based on the project information submitted by the applicant and subject to the conditions of approval, the proposed rezoning conforms to the Zoning and Subdivision Ordinances; therefore, staff recommends approval of the Rezoning based on the criteria for approval listed below.

**Criteria for Approval:**

1. *The proposed action has been considered in relation to the specific policies and provisions of and has been found to be consistent with the official County Comprehensive Plan.*

The proposed rezoning conforms to the goals and policies contained in the 2040 Comprehensive Plan for Urban Expansion development density. When Credit River Township adopts their comprehensive plan the land use will be re-guided.

2. *The proposed use is or will be compatible with present and future land uses of the area.*

The use is not changing and while the lot size is being reduced the overall density will remain at one unit per 40 acres.

3. *The proposed use conforms to all performance standards contained in this Ordinance.*

The use of the property is not changing, the majority of the property will remain either agricultural, woodlands, or wetland except for areas around the buildings.

4. *The proposed use can be accommodated with existing and planned public services and will not overburden the County or Township's service capacity.*

The use is not changing and therefore will not adversely impact public service capacity for local service providers.

5. *Traffic generation by the proposed use is within capabilities of streets serving the property.*

The use of the property is not changing so traffic generation will not increase beyond the current levels.

**Conditions to be Satisfied Prior to County Board Consideration:**

1. Approval of the lot width variance, or modification to the lot with to meet the full 100 foot lot width.

**Planning Advisory Commission/Township Alternatives:**

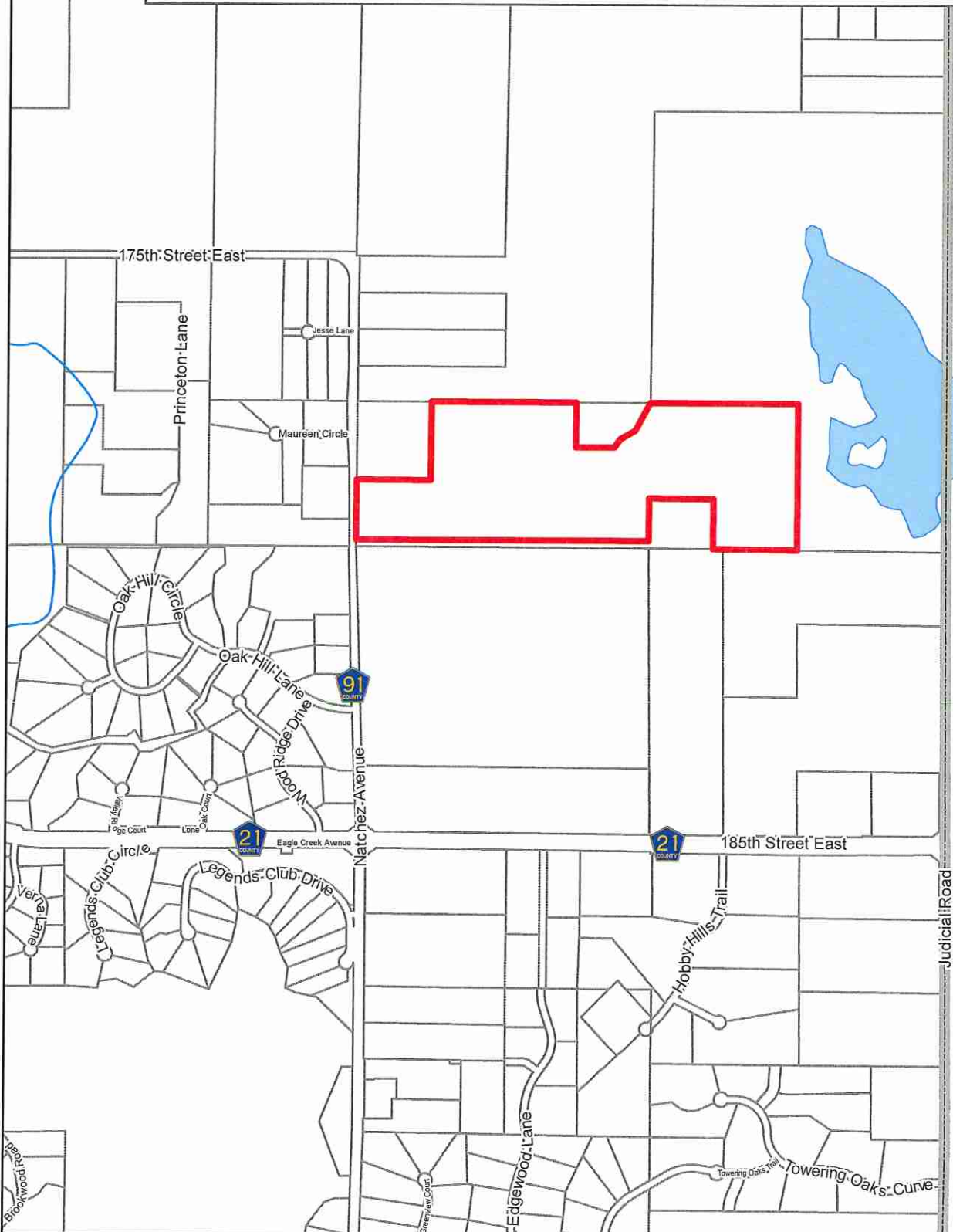
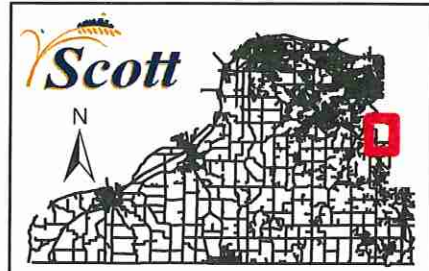
1. Approve the request as recommended by Zoning Administration staff.
2. Approve the request as recommended by the Zoning Administration staff with specific conditions.
3. Table the request for a specific reason.
4. Deny the request for a specific reason.

**Suggested Motion for Planning Advisory Commission or Township Board:**

Based on the criteria for approval listed in the staff report, I recommend approval of the rezoning of 95.32 acres from UER, Urban Expansion Reserve District, to UER-C, Urban Expansion Reserve Cluster District.

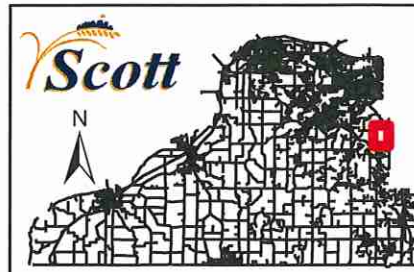


**CREDIT RIVER TOWNSHIP  
SECTION 10  
JOHN & MARY MESENBRINK  
REQUEST FOR REZONING**





**CREDIT RIVER TOWNSHIP  
SECTION 10  
JOHN & MARY MESENBRINK  
REQUEST FOR REZONING**



July 28, 2020

Scott County Zoning Administration  
200 Fourth Avenue West  
Shakopee, MN 55379

To whom it may concern:

I am asking to rezone my property from UER to UER-C to split off a parcel for my daughter's home.

I am asking for a variance for the lot width from 100 foot wide to 66 foot wide due to the obstruction from one of our out buildings then back to the 100 foot width the rest of the way to the street.

Thank you,



John Miesenbrink







Survey for:

**CREDIT RIVER TOWNSHIP**



Pending Lot Split - All required setbacks shall be met. Provide detailed survey when complete

Provide Address throughout construction

BRADLEY BOONICK

[illegible]

That part of the Northeast Quarter of the Southwest Quarter of the Southeast Quarter of Section 10, Township 114,

**Range 31, Scott County, Hypocistis mitchellii** lies south of the following described Ranges:

and

— — — — —

**said time correlations.**

except the South 455.00 feet of the West 578.33 feet thereof.

the southeast quarter of the southeast quarter of section 10, Township 14, Range 21, South County, Wisconsin, lying north of the South 64.38 feet tunnel.

The West 6 of the South Half of the Southwest Quarter of Section 18, Township 114, Range 21, Saint County, Minnesota, lying North of the South 65.00 feet thereof, amongst the West 700.00 feet of the North 700.00 feet of

I hereby certify that this survey was prepared by me or under my direction and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota.

Dated this 14th day of February, 2018

RINHOA & ASSOCIATES, INC.  
 Gary C. Rhoads, Land Surveyor  
 10000 1st Avenue, Suite 200  
 Dallas, Texas 75243

Rehder and Associates, Inc.

JOB: 174-1321.02



## STAFF REPORT PREPARED FOR TOWNSHIPS & COUNTY PLANNING ADVISORY COMMISSION

GOVERNMENT CENTER 114 • 200 FOURTH AVENUE WEST • SHAKOPEE, MN 55379-1220  
(952)496-8475 • Fax (952)496-8496 • Web [www.co.scott.mn.us](http://www.co.scott.mn.us)

### Conditional Use Permit for Douglas Schieffer to Operate a Private Heliport

#### Request:

Conditional Use Permit for Douglas Schieffer to operate a Private Heliport on a 40-acre parcel in the RR-1 & RR-1C zoning district.

Marty Schmitz, Zoning Administrator, is the project manager and available for questions at 952-496-8349.

#### General Information:

<b>Applicant:</b>	Douglas Schieffer	<b>Site Location:</b>	226456 Wyldewood Dr. Webster MN 55088
<b>Property Owners:</b>	Same as above	<b>Township:</b>	Cedar Lake, Section 26
<b>Public Hearing Date:</b>	September 14, 2020	<b>Action Deadline:</b>	October 2, 2020 (60 Day)

#### Zoning/Comprehensive Plan Information:

<b>Zoning Districts:</b>	RR-1, Rural Residential Reserve & RR-1C Rural Residential Reserve Cluster	<b>Comprehensive Land Use Plan:</b>	Rural Residential Reserve Area
<b>Overlay Zoning District:</b>	none	<b>School District:</b>	New Prague
<b>Watershed District:</b>	Scott WMO	<b>Fire District:</b>	Elko New Market
<b>Ordinance Sections:</b>	Chapters 2 & 40	<b>Ambulance District:</b>	North Memorial

#### Report Attachments:

1. Site Location Map
2. Aerial Photo
3. Survey/Site Plan
4. Applicants Letter to Neighbors and Additional Submittal Information
5. Proposed approach/departure paths
6. Email from Mina Carlson, Heliport Administrator, Office of Aeronautics, MnDot
7. Neighboring property owner comments
8. Map of Split Zoned Parcels
9. Map showing locations of Private Airports



<b>Request-</b>	Conditional Use Permit for Douglas Schieffer to operate a private heliport on a 40-acre parcel in the RR-1 & RR-1C zoning district.
<b>Comprehensive Plan-</b>	The proposal is in conformance with the goals and policies of the Rural Residential Reserve Area identified in the <i>2040 Scott County Comprehensive Plan</i> .
<b>Adjacent Land Use/Zoning-</b>	<p><u>North</u> – Residential cluster development of Wyldewood Ponds 3<sup>rd</sup> consisting 5 lots owned by the applicant, zoned RR-1C, and three 10-acre residential lots zoned RR-1</p> <p><u>South</u> – 10 acre and larger residential &amp; agricultural parcels, zoned RR-1</p> <p><u>East</u> – Residential cluster development of Wyldewood Ponds consisting of lots 4 - 10 acres in size, zoned RR-1C.</p> <p><u>West</u> – 10 acre and larger parcels, zoned RR-1, and Outlot A of Hunters Crest 2<sup>nd</sup> consisting of 45 acres zoned RR-1C.</p>
<b>Existing Conditions-</b>	The parcel includes a residential home and accessory buildings. The north 26 acres are in the Wyldewood Pond development and zoned RR-1C. The south 14 acres are not in the Wyldewood Pond development and zoned RR-1.
<b>Ordinance Requirements-</b>	<u>Conditional Use</u> – Private Airport and Heliport.
<b>Existing Roads-</b>	The subject site accesses Wyldewood Drive.
<b>Proposed Roads-</b>	There are no road improvements proposed for this project.
<b>Public Notice-</b>	Notices were sent to property owners within a quarter mile of the site as measured from the boundaries in red shown on the map below. In addition, notices were sent to property owners within the proposed take off/landing paths

**Site Photos-**





## Background

Douglas Schieffer, the applicant, is requesting a Conditional Use Permit (CUP) to operate a private heliport. The private heliport would be located on a 40-acre parcel located in Section 26 of Cedar Lake Township. The 40-acre parcel will be created through an administrative subdivision which the applicant has applied for; combining the northern 26 acres of the site - which is part of the Wyldewood Pond development and zoned RR-1C - with the southerly 14 acres located outside of the Wyldewood Pond development and zoned RR-1. The proposed heliport will be located on the southerly 14 acres zoned RR-1, a zoning district which permits heliports as a CUP. The applicant has a purchase agreement to add the southerly 14 acres of land to his parcel from the Lovelette parcel to the south (see site plan).

The 40-acre parcel will have split or dual zoning classifications. There are approximately 100 split or dual zoned parcels across the County (see map attached). Most of these split or dual zoning classifications have occurred when portions of parcels are rezoned to cluster density for a residential development. This is the reason why the northern 26 acres is zoned RR-1C; it was part of the Wyldewood Ponds cluster residential development that allows residential lots below 10 acres in size. Under the recently adopted *2040 Comprehensive Plan*, properties in this portion of Cedar Lake Township can no longer rezone to the RR-1C zoning classification to create lots below 10 acres in size. Therefore, the Lovelette parcel needs to remain in the RR-1 zoning classification.

The heliport would be for private use of the applicant's helicopter. The applicant owns a Bell 206 L4 helicopter. The applicant's submittal information includes information on safety, noise, impacts on animals and wildlife, and jet fuel. The helipad is proposed to be located on a high point on the north central portion of the 14 acres being acquired from the Lovelettes. The helipad consists of a 37' diameter concrete pad to land and take off from. In addition to the pad the applicant is proposing to construct a 50' X 80' (4,000 square foot) building on the east side of the helipad for the storage of the helicopter and a concrete path between the pad and building to transport the helicopter on. The helipad, path and building are located entirely on the RR-1 zoned portion of the property. Approach and departure paths to the helipad are proposed from the north, south & west (see approach/departure paths attached).

While private heliports have been a permitted use in the county zoning ordinance in large-lot residential and agricultural zones since 1996 this is the first private helipad proposed in the unincorporated area of the County. However, there are five private airports located in the County's unincorporated area and the Minnesota Department of Aeronautics has designated six lakes in the County as seaplane accessible. These include Cedar, Geis, Pleasant, Spring & Prior (see map attached).

In the application narrative, the applicant is requesting two takeoffs and two landings per day subject to limited exceptions of four days a year for multiple landings and takeoffs. Also, in the applicant's letter to the neighbors he indicated that he would not likely exceed 50 takeoffs and landings each year. The applicant has indicated that most of the time he would be flying out somewhere and returning a few days later. Staff is recommending a condition that limits the total number of takeoffs and landing in a calendar year.

In the applicant's letter to the neighbors (attached) he provides information related to the safety of helipads, impact to property values, noise generated by the helicopter, noise impact on animals and wildlife, and jet fuel safety measures. The applicant has agreed as part of his request to placing the following conditions on the helipad CUP:

- The helipad is subject to MnDOT approval and licensing. This is to ensure that the helipad complies with MnDOT license requirements for a personal use heliport.

- The helipad use will be in compliance with Minnesota Pollution Control Agency noise regulations. This is to ensure that the helipad is not exceeding noise requirements.
- The helipad will be in compliance with applicable FAA regulations.
- The helipad will only utilize FAA recommended approach/departure paths to limit overflight of neighboring residences to the extent feasible.
- The applicant will conduct takeoffs and landings no more than twice per day; except four days a year he is requesting to exceed this number. The applicant expects to average less than seven takeoffs and landings per month over the entire year.

Staff has received an email (attached) from MnDOT Dept. of Aeronautic staff stating that on July 27 they visited and collected data on the Lovelette property and upon initial data review and discussions with the applicant MnDOT concurs the site would be eligible for licensing. MnDOT Department of Aeronautic may have a representative at the public hearing to assist with questions related to licensing.

The Scott County Environmental Health Department has reviewed the proposal and concurs with the applicant's assessment that the heliport will not exceed state noise standards. To get a second opinion, the Environmental Health Department has forwarded the noise information to the MN Pollution Control Agency (MPCA) for their comments on the request. Staff will provide the Planning Commission any feedback received from the MPCA.

Many letters have been provided to staff both in support and opposition to the helipad. The primary reasons from those who oppose the use are the safety of a heliport, noise generated by the helicopter, impacts to animals and wildlife - including an eagle nest located approximately 1,200 feet south of the helipad, and impacts to property values.

#### **Safety:**

The closest home to the proposed helipad is approximately 275', this resident is in support of the request. The applicant's home is approximately 550' away. The third closest home to the east is approximately 675' away from the pad. As stated earlier in this report the applicant has agreed to getting the heliport licensed by MnDOT and meeting all MnDOT and FAA requirements for a private helipad. Staff finds this as a reasonable approach as the FAA and MnDOT are the agencies that regulate airports and heliports. Staff is recommending a condition requiring MnDOT Licensing, meeting all FAA requirements for a private heliport, and obtaining FAA approval on the approach and departure paths.

#### **Noise:**

As stated earlier in this report the Scott County Environmental Health Department has reviewed the proposal and concurs with the applicant's assessment that the heliport will not exceed state noise standards. In addition, the Environmental Health Department has forwarded the noise information to the MN Pollution Control Agency (MPCA) for their comments on the request. Staff will provide the Planning Commission any feedback received from the MPCA. Staff is recommending a condition that requires compliance with MPCA noise standards.

#### **Impacts on Wildlife and Animals:**

The applicant has provided information that states heliports have little impact on wildlife and animals. The applicant has agreed to have FAA approved approach and departure paths to limit flying over homes where animals are often kept. One item recently brought to staff's attention is an eagle nest located approximately 1,200 feet south of the helipad. Staff recommends that the MnDNR review this matter and determine if the southerly approach/departure path is acceptable and not in violation of the Eagle Act. Human

activities that cause a response that leads to injury, a decrease in productivity, or nest abandonment could be considered a violation of the Eagle Act. Staff is also recommending a condition related to the disturbance of livestock.

**Impacts on property values:**

Property owners in the rural areas have a right to pursue many land use activities that some have viewed as negatively impacting property values. In the RR-1 zone these uses include feedlots over 250 animal units, solar gardens, mining, cell towers, commercial wind turbine, home extended businesses, public kennels for up to 25 dogs, outdoor commercial recreational uses, private shooting ranges or motocross tracks. Most of these uses are conditional or interim uses where conditions can be placed on the use to limit its impact on adjacent properties. Staff is recommending conditions to address impacts on neighbors' properties including limiting takeoffs and landings, meeting MPCA noise standards, FAA approved approach/departure paths, and limiting time when the helipad can be used.

**Township Recommendation:**

The applicant contacted the Cedar Lake Township Board last year when he originally applied for a heliport CUP before withdrawing his application. The Town Board at that time indicated that the Township will not make a recommendation on the request as the Township is not the zoning authority. This is consistent with how Cedar Lake Township has handled similar request.

**Staff Recommendation:**

Subject to the Conditions of Approval, the Conditional Use Permit conforms to the Zoning Ordinance; therefore, staff recommends approval of the Conditional Use Permit based on the conditions of approval listed below.

**Conditions of Approval:**

1. The applicant is to file with the Scott County Planning Office in January of each year a letter stating that they are in compliance with the conditions of the Conditional Use Permit as issued.
2. This Conditional Use Permit shall be annually reviewed by the Township at a time and in a manner as prescribed by the Cedar Lake Township Board.
3. The applicant shall pay an annual inspection fee for the CUP, if and when the County adopts an inspection fee ordinance.
4. This Conditional Use Permit is issued for the specific use of the subject property for a private heliport in compliance with the plans, narratives and information submitted by the applicant. Any changes to the CUP shall be reviewed by the County and any expansion of the use shall require the Conditional Use Permit to be amended.
5. If the property is sold, the new owner shall contact the Scott County Planning Department to review the conditions of the CUP.
6. The heliport shall be limited for private use by the applicant/owner only. No other helicopters shall use the helipad.
7. The heliport shall be limited to two take-offs and two landings per day and 84 take-offs and 84 landings per calendar year. On four days per calendar year the number of take offs and lands may exceed two.



8. The heliport can only be used during daylight hours. Daylight hours for this permit shall consist of ½ hour before sunrise and one ½ hour after sunset.
9. The heliport use shall comply with all MPCA noise standards. If the County receives multiple valid complaints on noise within a calendar year the applicant at his expense shall have a noise consultant provide a report to the County showing MPCA standards are being met. If exceedances are occurring the noise consultant shall provide mitigations measures to resolve the exceedance.
10. Prior to operation of the heliport the applicant shall receive MnDOT approval and a license to operate. A copy of the license shall be provided to the County.
11. The applicant shall follow all FAA requirements for a private heliport. In addition to limit the impact on residences the applicant shall follow FAA recommended approach/departure paths to limit overflight of neighboring homes to the extent feasible.
12. To ensure compliance with the Eagle Act, the applicant shall receive approval by the DNR to use the approach/departure path to the south. A copy of the DNR approval shall be submitted to the County.
13. The applicant shall schedule inspections and if necessary, obtain a Hazardous Waste License as required from Scott County Environmental Services Department.
14. The applicant shall not hover at low altitude over private property.
15. If livestock are disrupted by the takeoff and landing of the helicopter, the applicant shall meet with livestock owner and mitigate the disruptions. The applicant shall be responsible for injuries to livestock or economic damage caused by livestock due to disruptions created by the helicopter.

**Criteria for Approval:**

1. *The use will not create an excessive burden on public facilities and utilities which serve or are proposed to serve the area.*

The proposed use will not create an excessive burden on existing or proposed public facilities serving the surrounding area.

2. *The use will be sufficiently compatible with, or separated by sufficient distance from, or screened from adjacent agricultural or residential land uses so that there will be no deterrence to the use or development of adjacent land and uses.*

The proposed use is separated by a sufficient distance from adjacent agricultural and residential land uses. The draft conditions including language limiting takeoffs and landings, meeting MPCA noise standards, having FAA approved approach/departure paths, limiting time when the helipad can be used and requiring the helipad to be licensed by MnDot as a private helipad.

3. *Each structure or improvement is so designed and constructed that it is not unsightly in appearance to the extent that it will hinder the orderly and harmonious development of the district wherein proposed.*

The heliport structure will require a building permit and compliance with all applicable building and/or fire codes. The structure will be similar to other personal storage and agricultural buildings in the area.

4. *The use is consistent with the purposes of the Ordinance and the purposes of the zoning district in which the applicant intends to locate the proposed use.*

The use is consistent with the intent and standards identified in the RR-1 Zoning District.

5. *The use is not in conflict with the Comprehensive Plan of Scott County.*

The 2040 Plan's discussion on heliports in the Transportation chapter is centered on helipads for emergency response. The text suggests that if there are proposals for heliports for emergency response and the County determines these as appropriate measures, the County should establish regulations and guidelines following FAA requirements.

6. *Adequate measures have been taken to provide ingress and egress so designed as to minimize traffic congestion, provide adequate access to public roads, and provide sufficient on-site parking.*

Additional traffic will not be generated from the subject property due to the proposed use as a private heliport.

7. *Adequate water supply, individual sewage treatment system facilities, erosion control and stormwater management are provided in accordance with applicable standards.*

If additional water supply and sewage treatment is provided to the heliport structure these systems will be reviewed and approved by County Staff. Grading, erosion control and stormwater management will be reviewed at the time of construction of the helipad and associated structure.

8. *All buildings/structures must meet the intent of the State Building Code and/or Fire Codes.*

The heliport structure will require a building permit and compliance with all applicable building and/or fire codes.

**Planning Advisory Commission/Township Alternatives:**

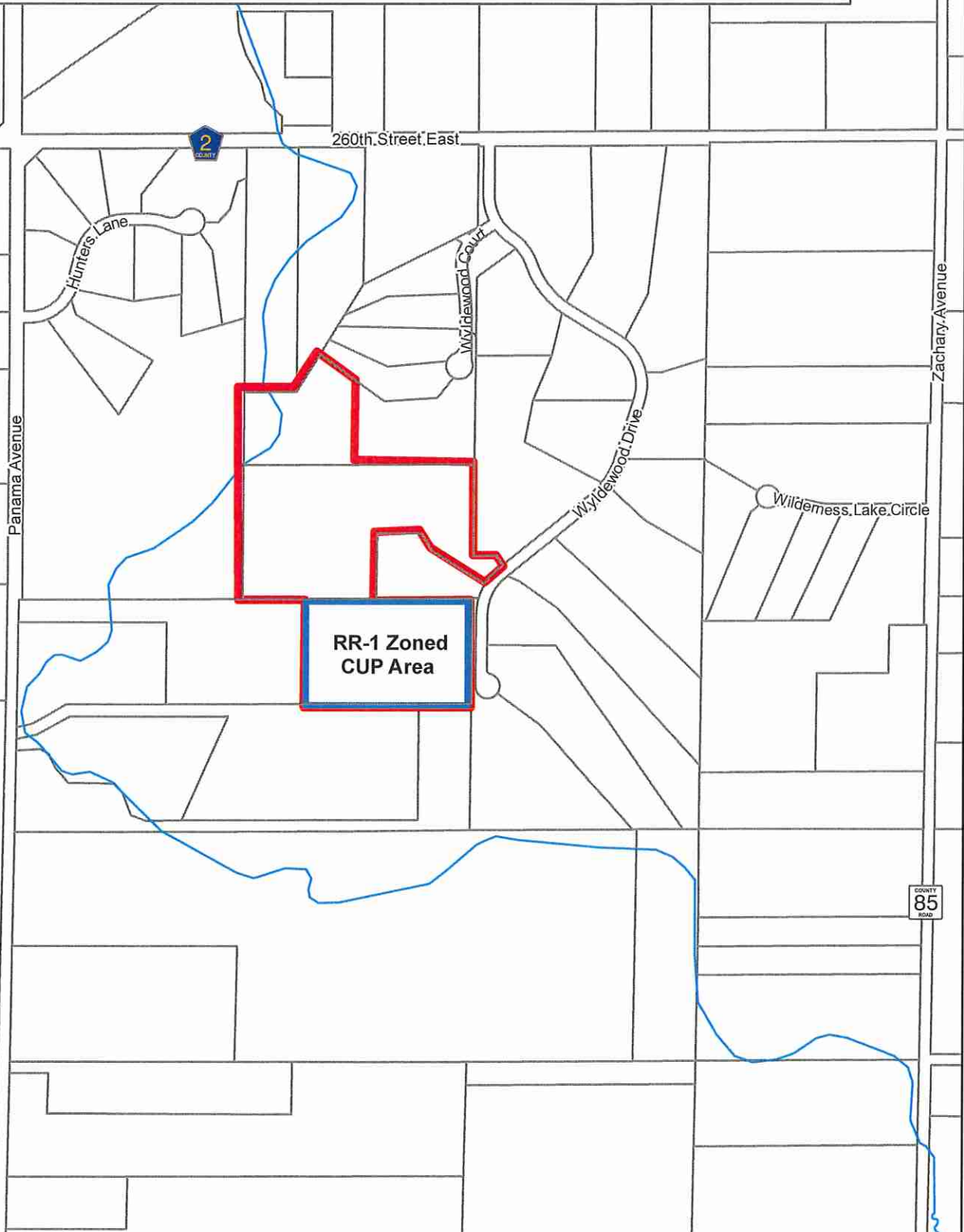
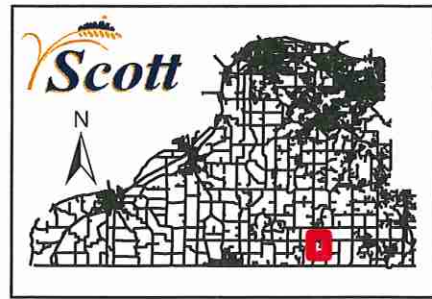
1. Approve the request as recommended by Planning staff with the specified conditions.
2. Approve the request as recommended by the Planning staff with amendments to the conditions.
3. Table the request for a specific reason.
4. Deny the request for a specific reason.

**Suggested Motion for Planning Advisory Commission or Township Board:**

Based on the criteria and conditions for approval listed in the staff report, I recommend approval of the Conditional Use Permit for Douglas Schieffer to operate a private heliport on his RR-1 zoned property located at 26456 Wyldewood Drive in section 26 of Cedar Lake township.

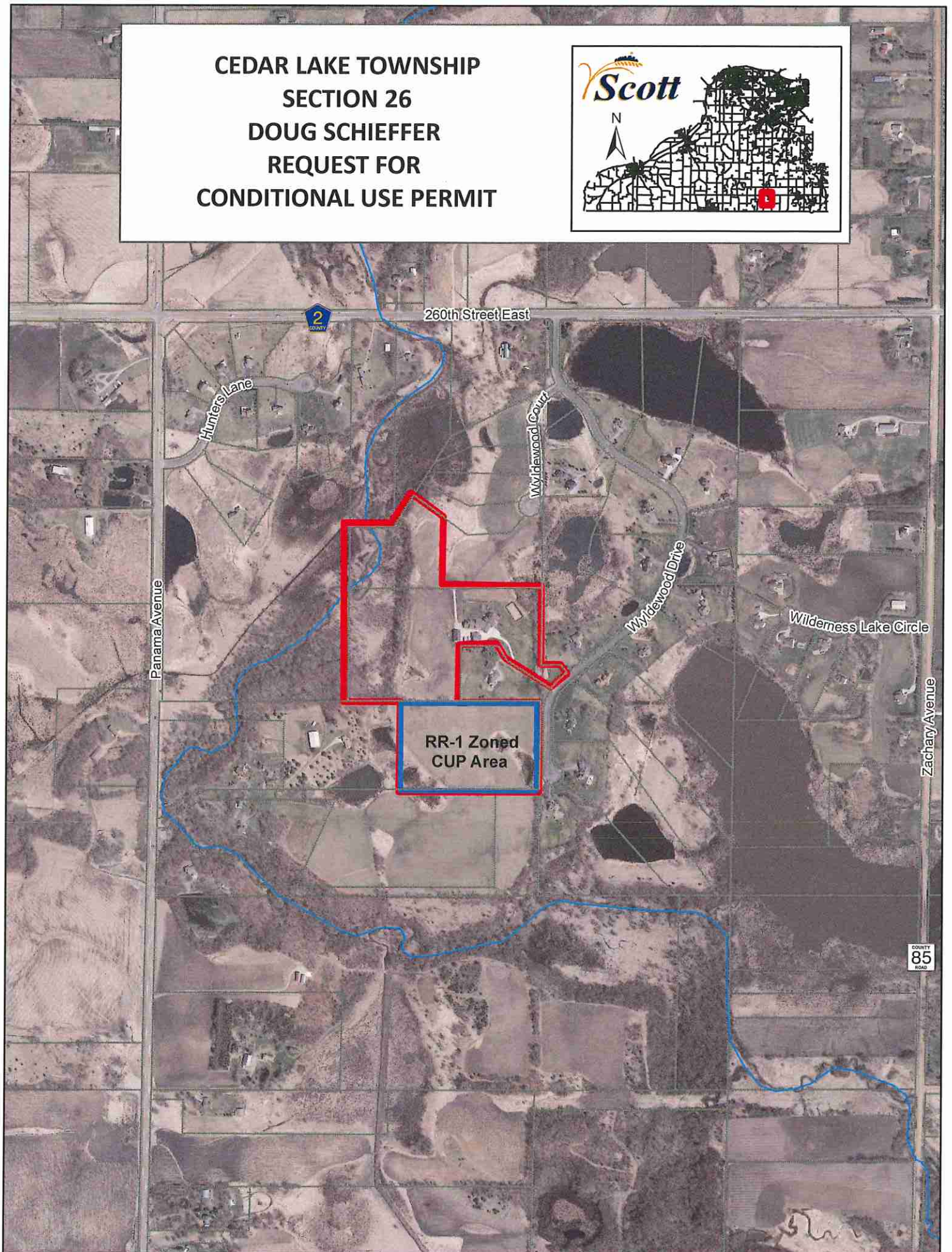
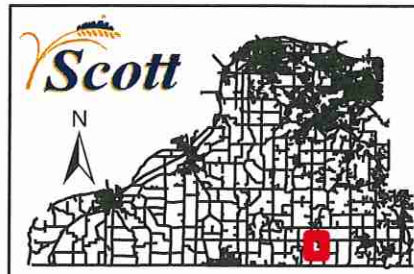


**CEDAR LAKE TOWNSHIP  
SECTION 26  
DOUG SCHIEFFER  
REQUEST FOR  
CONDITIONAL USE PERMIT**

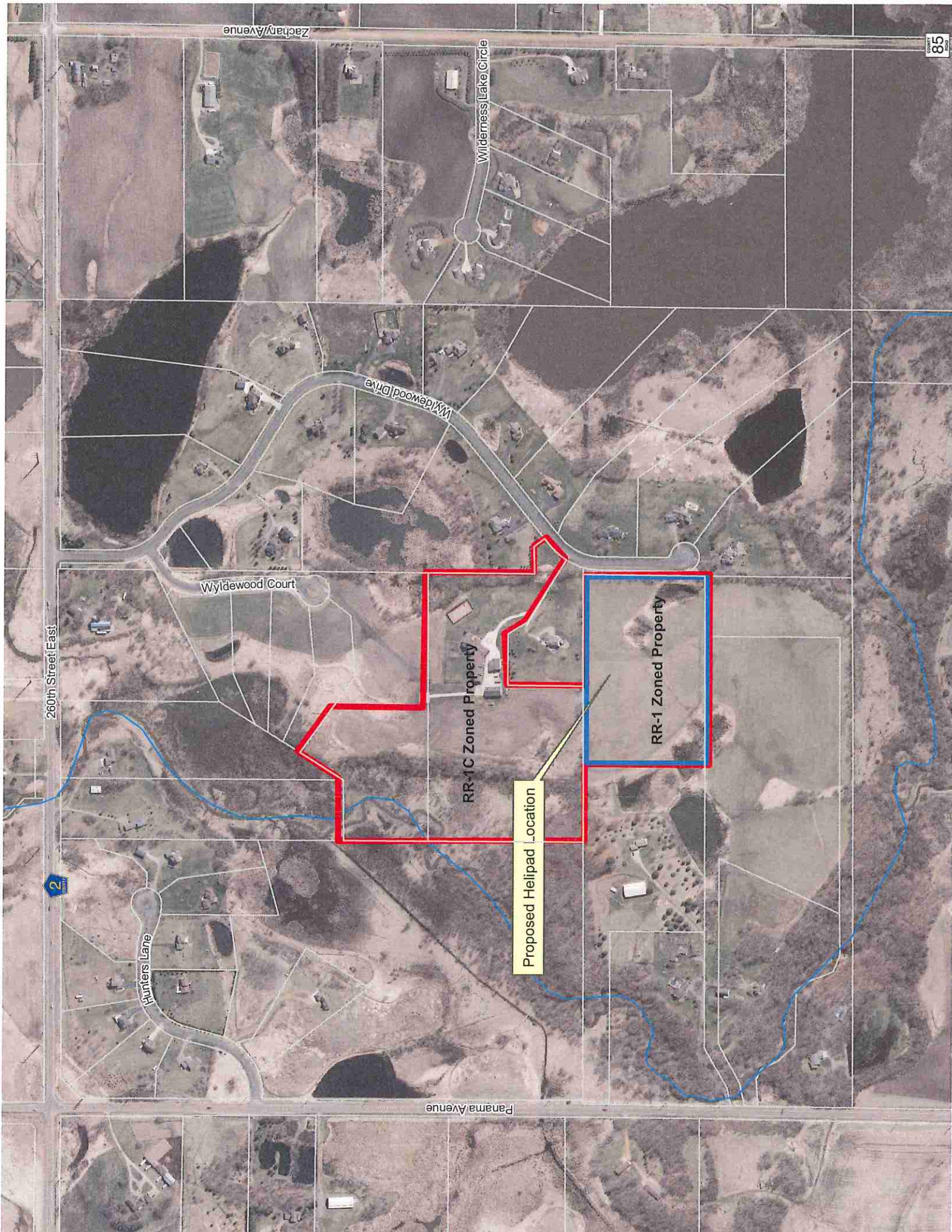




**CEDAR LAKE TOWNSHIP  
SECTION 26  
DOUG SCHIEFFER  
REQUEST FOR  
CONDITIONAL USE PERMIT**







260th Street East

2

Hunters Lane

Wyldewood Court

Wyldewood Drive

Wilderness Lake Circle

Zachary Avenue

Panama Avenue

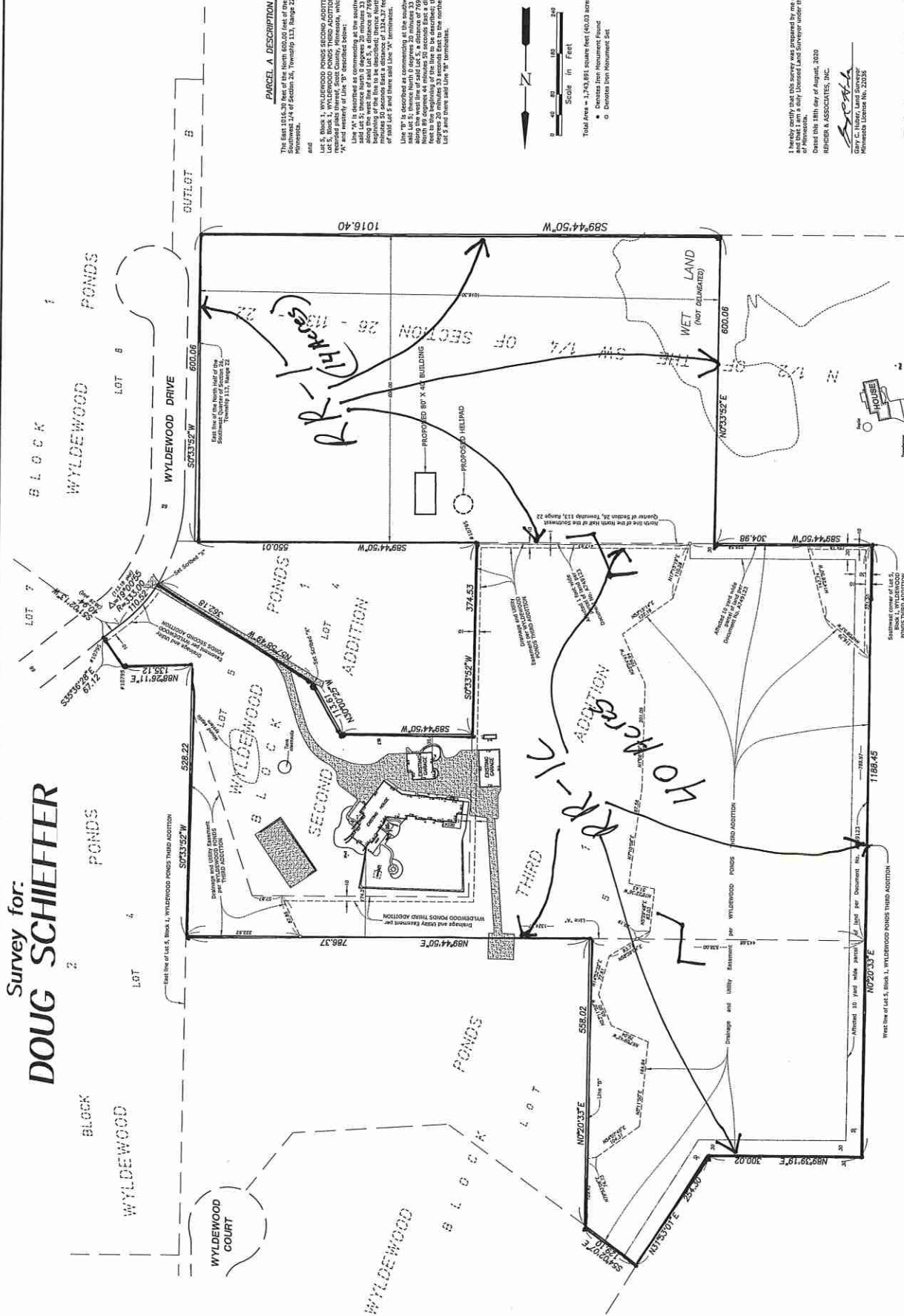
RR-1C Zoned Property

RR-1 Zoned Property

Proposed Helipad Location



# Survey for: DOUG SCHIEFFER



## PARCEL A DESCRIPTION

The East 1516.30 feet of the North 600.00 feet of the North 1/2 of the Section 24 of Township 113, Range 22, Scott County, Minnesota.

and  
Lot 5, Block 1, WYDEWOOD POND SECOND ADDITION and that part of Lot 5, Block 1, WYDEWOOD POND THIRD ADDITION, according to the plat of said additions, which lie northwesterly of Line "A" and westerly of Line "B" described below:

Line "A" is described as commencing at the southwest corner of Lot 5, Block 1, WYDEWOOD POND SECOND ADDITION, and running North 89 degrees 44 minutes 33 seconds East a distance of 735.07 feet to the beginning of the line to be described; thence North 89 degrees 44 minutes 33 seconds East a distance of 735.07 feet to the east line of said Lot 5 and there said Line "A" terminates.

Line "B" is described as commencing at the southwest corner of said Lot 5, thence North 89 degrees 44 minutes 33 seconds East a distance of 735.07 feet to the beginning of the line to be described; thence North 89 degrees 44 minutes 33 seconds East a distance of 735.07 feet to the east line of said Lot 5 and there said Line "B" terminates.



Scale in Feet  
Total Area = 1,743,891 square feet (40.03 acres)  
A. Section 24 Township 113, Range 22  
B. Divides East Monument 5th

I hereby certify that this survey was prepared by me or under my direction and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota.

Dated this 18th day of August, 2020

REHDER & ASSOCIATES, INC.

Surveyor

State of Minnesota License No. 2235

Rehder and Associates, Inc.  
CIVIL ENGINEERS AND LAND SURVEYORS  
3445 Federal Drive • Suite 110 • Eden Prairie, Minnesota • Phone (952) 432-5851

Hello Neighbors,

This is Doug Schieffer. I want to address some concerns that a couple of my neighbors have raised with you regarding my request for a conditional use permit ("CUP") to install and use a heliport on my property (+/- 60 acres). I was provided a copy of the document these neighbors previously provided to you. While everyone is entitled to their opinion, I would like to take this opportunity to provide you with some facts regarding these concerns that appear to have been overlooked. In doing so, I hope to provide you with a full and complete picture of the situation so that you can make a more informed decision for yourself.

First, I had Rex Alexander provide a factual response, which is based on widely accepted studies and sources, to the concerns brought forward by Loren Bahls and Jim Britten. (See Exhibit B). Rex is a former military helicopter pilot and instructor pilot as well as a 20-year veteran of the Helicopter Air Ambulance industry, during which time he served as the operational regional manager over the Mayo clinic's helicopter program. Rex serves on multiple safety committees and is a member of a number of associations in the aviation industry related to helicopters and helicopter safety. For the past 20 years, Rex has been an aeronautical consultant specializing in heliport design and safety throughout the world, working directly with the FAA, DOT and NTSB.

Rex's comments as to the concerns raised speak for themselves. (See Exhibit B). However, I would like to add a couple common sense items to the facts that Rex points out. Based on FAA research regarding safety and risk at a heliport that conducts 400 operations (one operation is one take-off and one landing) per year, it can be expected that there will be one incident every 495 years. (See Exhibit B). In my case, I doubt that I would perform any more than 50 operations in a given year. Most of the time I would be flying out somewhere and returning a few days later, which is only one operation. Assuming I perform 50 operations per year, this would equate to one incident every 3,960 years. This is far lower than the likelihood of being involved in an automobile accident.

I would also like to point out that there has never been a person from the general public injured or killed from a heliport accident occurring on a private ground based heliport such as the one I intend to utilize. (See Exhibit B). This constitutes a 100% safety record for everyone not directly associated with any helicopter operations.

As for the concerns about noise pollution, based on current studies on the subject, the noise of a helicopter landing or taking off would be heard for less than two minutes by anybody within a few hundred feet. Moreover, given the proposed location of my heliport, most of my neighbors would not hear the helicopter at all. I have taken off and landed next to my house with my wife inside the house, and even then there have been times when she cannot hear the helicopter. Additionally, as shown in chart attached as Exhibit C, which was provided by Rex, helicopters actually produce noise at a decibel level similar to lawnmowers. But, unlike lawnmowers, noise typically lasts less than two minutes and, thus, provide far less total noise pollution than commonplace noises like lawnmowers.



With respect to concerns raised about helicopter fuel, there is nothing to be concerned about. The fuel that my helicopter uses is actually much safer than standard automotive fuel (gasoline) which can be found in everybody's garage currently. (See Exhibit D).

As to environmental concerns, Rex addresses this in detail in Exhibit B. In short, there are no real environmental concerns. I can also share that from my personal experience, I have landed next to cattle, horses, dogs, and even deer without them even looking at me. To them it's just another piece of equipment with similar sounds that they hear every single day. Previously, Loren has raised concerns about the potential effect of helicopters on migratory birds, but again the data shows that such birds are not negatively impacted by helicopters. In fact, helicopters have a proven track record based on FAA data of avoiding birds much better than anyone can in a truck, car, plane, etc. (See Exhibit B).

I would also like to point out that as part of the CUP I have applied for, I intentionally put restrictions upon myself to make sure my helicopter use has no negative impact on your use and enjoyment of your own properties. The restrictions I have recommended are as follows:

1. Contingent upon MnDOT approval. This is to ensure safety. This is not something that is required for a personal use heliport.
2. Compliance with Minnesota Pollution Control Agency noise regulations. This is to ensure noise will never be an issue for you.
3. Compliance with applicable FAA regulations. Again, this is not required for private use heliports, but is meant to ensure safety.
4. Providing for FAA recommended approach/departure paths to eliminate overflight of neighboring residences to the extent feasible.
5. Conducting takeoffs and landing no more than twice per day; except four times a year I am asking for more than this. Reality is probably less than once per week average.

Further, one thing that many people may not understand about the airspace over their property is that it is available for use by anyone who is properly certificated to fly there. Airspace is not managed by the State, Counties, or Townships; airspace is managed by the FAA. The specific area of oversight for Scott County relates to the physical land that is used for landing and taking off. The reality is anyone could fly over your houses everyday if they wanted to. I personally have no intentions of doing this now or at any time in the future. In evaluating the flight traffic during a one week period over our neighborhood, I discovered that there were over 100 small low flying aircraft that flew directly over our neighborhood. I am guessing most of you probably didn't even notice how many low flying small aircraft fly in our area (mostly planes and some helicopters).

Loren and Jim have also raised concerns about the potential effect of heliports on property values. Their concerns, however, likely rely on data that has been gathered with respect to the effect of commercial airports on property values; not private heliports like what I am seeking to construct and use on my property. Rex has addressed this concern in Exhibit B. I, however, would also like to point out that heliports are not found in most neighborhoods, but usually only in

higher end neighborhoods. In fact, one of the highest per capita income areas in the country, Somerset County, New Jersey, has a large number of private and corporate heliports. With the presence of numerous heliports, Somerset County is actually home to some of highest valued real property in the country. Simply put, there is no evidence that private heliports negatively impact property values, much less evidence that use of a private heliport in the middle of a large field, such as the heliport I am requesting to install and use, would have any negative impact on property values.

I also understand that Jim or Loren may have given you a property disclosure statement about disclosing nearby airports if you were to sell your property in the future. What Jim and/or Loren did not mention is that my proposed heliport is not an airport. The heliport is not for public use, it is entirely private and will be used only by me. For your information, below is a comment from Kyle Hart, an attorney from Fabyanske, Westra, Hart & Thompson, P.A., regarding this disclosure concern:

*Minnesota Statute 513.55 only requires the disclosure of anything that "adversely and significantly" affects "an ordinary buyer's use and enjoyment of the property." In the case of a heliport, there is no evidence that it has any adverse, much less a significant adverse effect on how neighboring property is used or enjoyed. Even if a property owner disclosed a neighboring heliport, there is no objective evidence that it lowers the property's value.*

Another recent concern I understand being brought up by Jim Britten is that he is telling people I intend to put this helipad 400' from his house, which if I was would not be a concern. I typically land next to fuel pits and buildings within 30' and sometimes less. Jim's house would be close to 800' (not 400') away with a grove of trees in between as well. I truly see no concern here whatsoever.

Finally, I would like you all to know why I am requesting a CUP to install and use a heliport on my property. Quite simply, it is a matter of personal safety, to allow more time with my family, as well as being a lifelong passion. I work in the construction industry and we do a lot of work in ND, IA, WI, SD, NE, and all parts of MN. Consequently, I travel long-distances frequently. Rather than travel by car, I prefer to make these long distance commutes via helicopter not only because it is far faster, but also because it is much safer, as discussed in more detail above. I'm sure you all have experienced in some way the dangers of the distracted driving that occurs all too frequently these days. I personally have a co-worker currently in the hospital as a result of distracted driving. Another co-worker of mine is paralyzed as a result of distracted driving. Two summers ago, I was also a victim of being hit by a one-ton cargo van doing 60 mph while I was at a standstill in a military Humvee because of distracted driving. I am very lucky to be alive and I thank the good lord that neither of my girls were with me that day (that was the only day I have ever driven that vehicle on the highway without one or both of my kids being with me - they would both be dead if they had been with me). (See photos in Exhibit A). Because it is much safer for me to fly when I have to travel long distances for work and some personal situations, I am requesting a CUP to install a heliport on my property.



In addition to being safer, because I travel so frequently, and often times significant distances, being able to use my helicopter on my own property would give me back invaluable time with my family that I currently miss out on. I currently store my helicopter in Faribault, MN. Consequently, every time I use my helicopter I have to drive 30 minutes there and 30 minutes back. Additionally, each time I want to use my helicopter I have to perform a standard maintenance and pre-flight check of the aircraft. To do a proper pre-flight check of my helicopter takes about 45 minutes. If I were able to takeoff, land, and store my helicopter on my property, I would save this one hour commute and would be able to perform pre-flight checks in advance when I have time as I would be able to perform a pre-flight check, lock the helicopter and know that its ready to go the next time I want to use it (which I cannot currently do when storing my helicopter in Faribault). By saving this extra one hour and 45 minutes each time I want to use my helicopter, I will be able to spend significantly more time with my family, which as you all know is absolutely invaluable.

In the end, if you still have concerns and wish to oppose my request for a CUP, that is your right. However, if by chance you have signed a petition and, after reading this information, feel that you may have been misled and wish to rescind your petition signature, please feel free to do so. If you wish to show your support for my CUP request, I encourage you to do that as well, and would be extremely grateful if you did (a simple email of support stating your name and address to dougschieffer74@gmail.com). And, if you have any further questions on this subject that have not been addressed in this letter please feel free to reach out to me at 612-363-1933. That being said, I will be traveling over the next month and there are areas I do not get good cell coverage. If I cannot get back to you, I will make sure someone with knowledge on this topic does. I also attached Exhibit E showing approximate location of helipad.

Thank you in advance for taking the time to read this letter.

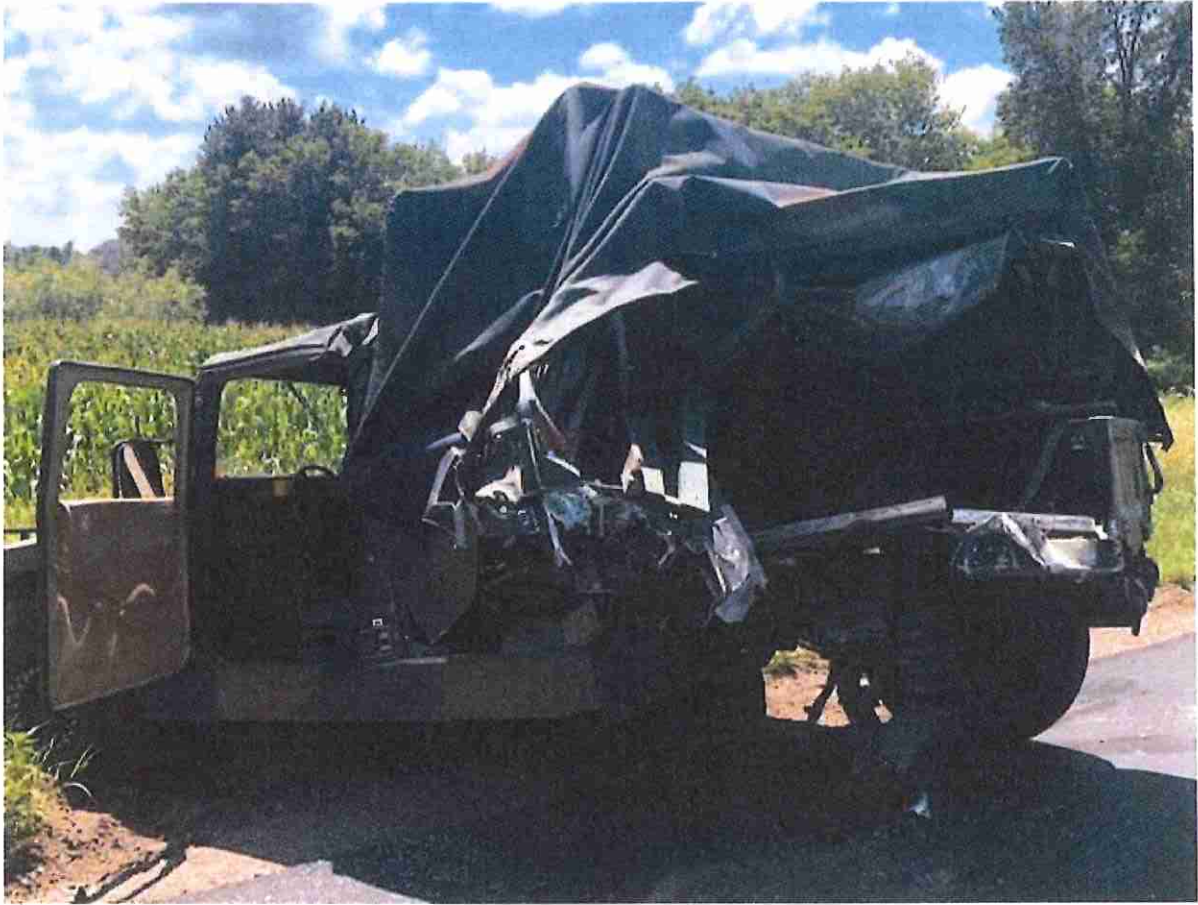
Sincerely,



Doug Schieffer



EXHIBIT "A"





# EXHIBIT "B"

## Addressing Community Concerns for Heliports

### 1) THREAT TO PUBLIC SAFETY

#### Concern:

Helicopter landing and departure near any residential area represents a significant public safety concern to both property owners and occupants of a helicopter. Catastrophic loss of humans and property are at risk because of the inherent danger with aircraft near homes and humans. We believe approval of a helipad location within 1000 feet of residential homes creates an unreasonable risk to residents. The location of 345,000-volt power transmission lines along County Road 2 and within 1000 feet of the proposed helipad site further exacerbates the risk of catastrophic loss from helicopter landings and departures.

The operation of a heliport in this residential area may also create a public nuisance along County Road 2. Helicopter activity is highly unusual activity in a residential neighborhood that may distract drivers resulting in both vehicular accidents and unnecessary public travel in the neighborhood to investigate the unusual activity.

#### Response:

- *"The risk of a helicopter accident occurring in a neighborhood in the vicinity of a specific heliport is an extremely rare event. The likelihood of an accident near a heliport that has 400 annual helicopter operations is about 1 accident every 495 years."*<sup>1</sup>
- *No person from the general public has ever been injured or killed from an accident occurring at a ground based private-use heliport.*<sup>2</sup>
- Airspace at this location allows for approach/departure paths which can easily avoid overflight of the powerlines along 260th St E. Given the elevation differential between the site and the powerlines in questions (approximately 35'), coupled with the FAA's 8:1 (7.125°) approach/departure surface standard being approximately 1,950 feet from the FATO edge, any approach/departure path that were to be oriented to the north would provide more than adequate clearance that would meet and exceed FAA and Minnesota D.O.T. standards. With the allowable angle being 7.125° the powerlines in questions fall below this angle at a 3.4° angle. Based on these ratios the powerline poles are estimated to be 150 feet in height and 35 feet lower than the heliport. At this site, based on the 8:1 approach/departure surface being 243 feet above the elevation of the heliport there is 128 feet of additional space. Utilizing a normal approach angle of 12° this would then provide a separation of approximately 300 feet.

#### References:

1) R.J. Adams, E.D. McConkey, L.D. Dzamba, R.D. Smith, DOT/FAA/RD-90/9, "Analysis of Helicopter Accident Risk Exposure Near Heliports, Airports and Unimproved Sites", Feb 1992

2) 2016 U.S. Helicopter Safety Team (USHST) Heliport Accident Study, Washington DC



## 2) MATERIAL LOSS OF PROPERTY VALUES

### Concern:

The location and operation of a heliport site within a residential neighborhood will result in an immediate and permanent loss of property value to residential and other properties in the affected half mile radius of the proposed heliport/helipad site. Property owners in the affected area will suffer irreparable damages with no public value added to our residential neighborhood from the operation of a private helipad.

### Response:

- In conducting a review of property values research papers, every study identified in this area has to do with large airports such as Los Angeles International, Vancouver International and John Wayne International to name a few.<sup>3,4,5,6,7</sup> These studies were developed to identify the impact of continuous operations of larger jet traffic. No research study or scientific evidence regarding the impact that a private use heliport would have on property values can be identified in any of the scientific literature currently available. Additionally, appraisers that have written on the subject of property values point to supply and demand as being the key driver of property values going up or down in any given area. Some appraisers who have written on this subject point to a private use heliport as increasing the value of a property which in turn can actually increase the value of surrounding properties.<sup>8,9</sup>

### References:

- 3) The Impact of Airport Noise on Residential Real Estate, by Randall Bell, MAI, The Appraisal Journal, July 2001.
- 4) Sound effects: Measuring the impact of aircraft noise on residential property values around McCarran International Airport, Curtis L. Nyles, Jan 1996.
- 5) The Effect of Airport Noise on Housing Values, Booz-Allen & Hamilton, Inc., 1994.
- 6) Modeling the Effects of Airport Noise on Residential Housing Markets, Terrence J. Levesque, Journal of Transport Economics and Policy, May 1994.
- 7) Graphical Method for Airport Noise Impact Analysis, Maresi Berry, MIT, 1992.
- 8) Article, What Makes a Listing Fly off the Market? A Heliport, Estates with touchdown for choppers can see their values rise, Barbara McMahon, May 12, 2015.
- 9) Article, How Does Supply and Demand Affect the Housing Market?, March 20, 2020, By Mary Hall, Investopedia.

## 3) NOISE

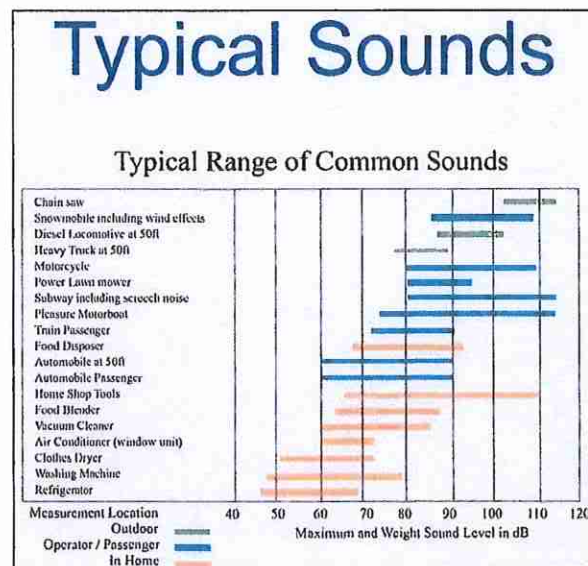
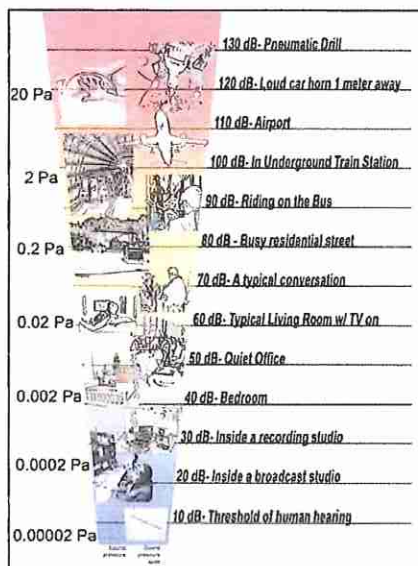
### Concern:

Contributing to the loss of property values due to the location of a heliport in a residential neighborhood is the further damage caused by the noise levels created during landing and departure of a helicopter. Decibel levels in excess of 90 decibels are common from helicopters and are disruptive to humans, farm animals and wildlife. The noise level created by the helicopter in a residential neighborhood will be disruptive and distractive to

daily property owner activities even if limited to certain hours of the day. Moreover, livestock, pets and other wildlife will be negatively impacted by the noise level decibels and the unusual distraction created from the helicopter operation resulting in potential livestock, pet and other wildlife injuries, and economic damages.

Response:

- In making a comparison of noise within any environment it is important to take into consideration other noise producers that already exist in that environment. Many of these active noise producers have a history of being longer lived and sometimes louder than that of the transitory nature of a helicopter conducting an approach or departure at a heliport. The identified Effective Perceived Noise in decibels (EPNdB) level of the aircraft in question, a Bell 206 L4, per FAA information, is 85.2 dB for flyover, 88.4 dB for takeoff, and 90.7 dB for approach at its maximum. Given the continued movement of a helicopter during these events, this noise is then transitory in nature lasting between 30-40 seconds at any specific location where the listener may be located. This compares extremely favorably with other noise producers such as lawn tractors, leaf blowers, weed-eaters, motorcycles, snowmobiles, large trucks, and farm equipment.



- For the aforementioned reason, the FAA measures aircraft noise as a cumulative energy noise metric as a Day/Night Average Sound Level. During an aircraft overflight, the noise level starts at the ambient or background noise level, rises to the maximum level as the aircraft flies closest to the observer, and returns to the background level as the aircraft recedes into the distance. The maximum sound level indicates the maximum sound level occurring for a fraction of a second. For aircraft noise, the "fraction of a second" over which the maximum level is defined is generally 1/8 second, and is denoted as "fast" response (American National Standards Institute 1988). Day-Night Average Sound Level and Community Noise Equivalent Level (CNEL) are composite metrics that account for Sound Exposure Level (SEL) of all noise events in a 24-hour period.
- Minnesota Administrative Rules 7030.0040 Noise Standards / Subpart 1. Scope, These standards describe the limiting levels of sound established on the basis of present knowledge for the preservation of public health and welfare. These standards are



consistent with speech, sleep, annoyance, and hearing conservation requirements for receivers within areas grouped according to land activities by the noise area classification (NAC) system established in part 7030.0050. However, these standards do not, by themselves, identify the limiting levels of impulsive noise needed for the preservation of public health and welfare. Noise standards in subpart 2 apply to all sources.

- Minnesota Noise Area Classification (7030.0050), Classification 1 is generally associated with land use involving residential areas, educational services, religious activities... Classification 2 includes such things as railroad terminals, airport and flying field terminals, retail and wholesale trade sites. Classification 3 includes such things as manufacturing, highways and street right-of-way, agricultural and related activities, and forestry activities.

Noise Area Classification	Daytime		Nighttime	
	L <sub>50</sub>	L <sub>10</sub>	L <sub>50</sub>	L <sub>10</sub>
1	60	65	50	55
2	65	70	65	70
3	75	80	75	80

\*Daytime (7:00 a.m. – 10:00 p.m. / Nighttime (10:00 p.m. – 7:00 a.m.)

\*\*Hourly Limits

- This means that during a one-hour period of monitoring, daytime noise levels cannot exceed 65 dBA in an area classified as NAC-1, 70 dBA for NAC-2 and 80 dBA for NAC-3 for more than 10 percent of the time (six minutes). Additionally, noise cannot exceed 60 dBA in an area classified as NAC-1, 65 dBA for NAC-2 and 75 dBA for NAC-3 50 percent of the time (30 minutes). This then infers that for less than a six-minute duration, 10% period, a noise producer is in fact allowed to create more noise than listed in L<sub>10</sub>. By reducing the number of operations, a helicopter conducts in any given time period the above limitations can be met.
- In regard to the impact that noise from a helicopter may have on animals and wildlife, there are a number of studies that have been done to evaluate this.

#### Cattle

Beyer (1983) found that helicopters caused more reaction than other low-aircraft overflights, and that the helicopters at 30 to 60 feet overhead did not affect milk production and pregnancies of 44 cows and heifers in a 1964 study (U.S. Air Force 1994b). Additionally, Beyer reported that five pregnant dairy cows in a pasture did not exhibit fright-flight tendencies or disturb their pregnancies after being overflown by 79 low-altitude helicopter flights and 4 low-altitude, subsonic jet aircraft flights (U.S. Air Force 1994b). A 1956 study found that the reactions of dairy and beef cattle to noise from low-altitude, subsonic aircraft were similar to those caused by paper blowing about, strange persons, or other moving objects (U.S. Air Force 1994b).

#### Horses

Horses have also been observed to react to overflights of jet aircraft. Several of the studies reviewed reported a varied response of horses to low-altitude aircraft overflights. Observations made in 1966 and 1968 noted that horses galloped in response to jet flyovers (U.S. Air Force 1993). Bowles (1995) cites Kruger and Erath as observing horses

exhibiting intensive flight reactions, random movements, and biting/kicking behavior. However, no injuries or abortions occurred, and there was evidence that the mares adapted somewhat to the flyovers over the course of a month (U.S. Air Force 1994b). Although horses were observed noticing the overflights, it did not appear to affect either survivability or reproductive success. There was also some indication that habituation to these types of disturbances was occurring.

### Swine

Generally, the literature findings for swine appear to be similar to those reported for cows and horses. While there are some effects from aircraft noise reported in the literature, these effects are minor. Studies of continuous noise exposure (i.e., 6 hours, 72 hours of constant exposure) reported influences on short-term hormonal production and release. Additional constant exposure studies indicated the observation of stress reactions, hypertension, and electrolyte imbalances (Dufour 1980). A study by Bond, et al. (1963), demonstrated no adverse effects on the feeding efficiency, weight gain, ear physiology, or thyroid and adrenal gland condition of pigs subjected to observed aircraft noise. Observations of heart rate increase were recorded, noting that cessation of the noise resulted in the return to normal heart rates. Conception rates and offspring survivorship did not appear to be influenced by exposure to aircraft noise. Similarly, simulated aircraft noise at levels of 100 dB to 135 dB had only minor effects on the rate of feed utilization, weight gain, food intake, or reproduction rates of boars and sows exposed, and there were no injuries or inner ear changes observed (Manci, et al. 1988; Gladwin, et al. 1988).

### Birds

From 1990-2005, 370 (0.6 percent) of the 64,734 reported bird strikes to civil aircraft involved helicopters. 63% of the bird strikes to helicopters and 77% of the damaging strikes occurred during the en-route phase of flight. 90% of all reported bird strikes with civil helicopters occurred at an indicated air speed (IAS)  $\geq 60$  knots and 97% of strikes causing damage occurred at an IAS  $\geq 60$  knots. During landing and takeoff, the closure rate for airplanes is much greater than that of helicopters. Statistics show that airplanes have a harder time avoiding birds than helicopters during landing and takeoff.

Number of reported strikes from 1990 to 2019 (29 years) for Bald Eagles and the Loon.

Species	U.S. Totals	Minnesota	Helicopter (U.S. Total)	Helicopter Minnesota
Bald Eagle	315	22 <sup>(1)</sup>	2 <sup>(2)</sup>	1 <sup>(3)</sup>
Loons	65	1 <sup>(4)</sup>	2	0

(1) KSTP=10 / KMSP=6 / Unknown = 3 / KANE = 1 / KRST = 1 / KFCM = 1 / None occurred at a heliport

(2) AK (1996) = 1 / MN (2007) = 1

(3) 3 miles south of Flying Cloud Airport (KFCM) Minneapolis, Minnesota at 800 feet enroute

(4) 1992 / (KSTP) / Night / C-310 airplane

KSTP – St Paul Downtown Airport, Holman Field

KMSP – Minneapolis – St Paul International

## 4) HAZARDOUS MATERIALS

Concern:

The location and operation of a heliport in a residential neighborhood creates exposure to storage, spills and leakage of aviation fuel and other materials. Such chemicals and



materials require special handling and storage and should not be allowed in a residential neighborhood. Moreover, operation and storage of a helicopter in a residential neighborhood may also be subject to commercial building code requirements for structures, fire suppression and other requirements common to aviation operations.

Response:

From a safety standpoint the liquids associated with a helicopter compare very favorably if not better than many liquids found in automobiles, trucks, ATV's, motorcycles, snowmobiles, and farm equipment. Many residence and farms store numerous types of chemicals of varying quantities within their residence, garage, storage shed and/or barn which in many cases are much more hazardous than those found onboard a helicopter. This includes several different types of flammable, volatile and poisons: paints, solvents, pesticides, herbicides, fuels, and other various chemicals. Helicopters do not routinely carry these types of chemicals unless they engaged in agricultural operations. By federal regulation helicopters in general are banned from transporting or carrying hazardous materials as defined by the FAA and DOT. Helicopters fly at a much lower altitude than that of jet aircraft and as such are not required to carry oxygen (liquid or gas) on board unless conducting emergency medical operations for patient transport.

#### **Jet Fuel**

While it is true that Jet Fuel is flammable, it is much less so than general automotive gasoline. Jet-A is in essence highly refined kerosene, which due to its overall safety is a primary fuel used for in home heaters. Kerosene can also be found in large quantities in many agricultural settings. Jet A is safer to handle in large quantities as a result of its much higher flashpoint, and unlike gasoline, when dealing with large quantities of fuel, it will not ignite easily outside of the engine combustion chamber.

#### **Fluids, Oils and Lubricants**

The fluids, oils and lubricants found on a helicopter are remarkably similar in composition to those that are currently utilized in automobiles, farm equipment, ATV's, motorcycle, lawn equipment, and snowmobiles.



# EXHIBIT "C"

2/21/2020

Noise Comparisons

## Noise Sources and Their Effects

Noise Source	Decibel Level	comment
Jet take-off (at 25 meters)	150	Eardrum rupture
Aircraft carrier deck	140	
Military jet aircraft take-off from aircraft carrier with afterburner at 50 ft (130 dB).	130	
Thunderclap, chain saw. Oxygen torch (121 dB).	120	Painful. 32 times as loud as 70 dB.
Steel mill, auto horn at 1 meter. Turbo-fan aircraft at takeoff power at 200 ft (118 dB). Riveting machine (110 dB); live rock music (108 - 114 dB).	110	Average human pain threshold. 16 times as loud as 70 dB.
Jet take-off (at 305 meters), use of outboard motor, power lawn mower, motorcycle, farm tractor, jackhammer, garbage truck. Boeing 707 or DC-8 aircraft at one nautical mile (6080 ft) before landing (106 dB); jet flyover at 1000 feet (103 dB); Bell J-2A helicopter at 100 ft (100 dB).	100	8 times as loud as 70 dB. Serious damage possible in 8 hr exposure
Boeing 737 or DC-9 aircraft at one nautical mile (6080 ft) before landing (97 dB); power mower (96 dB); motorcycle at 25 ft (90 dB). Newspaper press (97 dB).	90	4 times as loud as 70 dB. Likely damage 8 hr exp
Garbage disposal, dishwasher, average factory, freight train (at 15 meters). Car wash at 20 ft (89 dB); propeller plane flyover at 1000 ft (88 dB); diesel truck 40 mph at 50 ft (84 dB); diesel train at 45 mph at 100 ft (83 dB). Food blender (88 dB); milling machine (85 dB); garbage disposal (80 dB).	80	2 times as loud as 70 dB. Possible damage in 8 h exposure.
Passenger car at 65 mph at 25 ft (77 dB); freeway at 50 ft from pavement edge 10 a.m. (76 dB). Living room music (76 dB); radio or TV-audio, vacuum cleaner (70 dB).	70	Arbitrary base of comparison. Upper 70s are annoyingly loud to some people.

Conversation in restaurant, office, background music, Air conditioning unit at 100 ft	60	Half as loud as 70 dB. Fairly quiet
Quiet suburb, conversation at home. Large electrical transformers at 100 ft	50	One-fourth as loud as 70 dB.
Library, bird calls (44 dB); lowest limit of urban ambient sound	40	One-eighth as loud as 70 dB.
Quiet rural area	30	One-sixteenth as loud as 70 dB. Very Quiet
Whisper, rustling leaves	20	
Breathing	10	Barely audible

[modified from <http://www.wenet.net/~hpb/dblevels.html>] on 2/2000. SOURCES: Temple University Department of Civil/Environmental Engineering ([www.temple.edu/departments/CETP/enviro10.html](http://www.temple.edu/departments/CETP/enviro10.html)), and *Federal Agency Review of Selected Airport Noise Analysis Issues*, Federal Interagency Committee on Noise (August 1992). Source of the information is attributed to *Outdoor Noise and the Metropolitan Environment*, M.C. Branch et al., Department of City Planning, City of Los Angeles, 1970.

#### 4-7. HEIGHT-VELOCITY DIAGRAM

The Height-Velocity Diagram (figure 4-8) defines conditions from which a safe landing can be made on a smooth, level, firm surface following an engine failure. The Height-Velocity Diagram is valid only when helicopter gross weight does not exceed limits of the Altitude Versus Gross Weight for Height-Velocity Diagram (figure 4-9).

The following noise levels comply with FAR Part 36, Appendix H, Stage 2 noise level requirements. They were obtained by analysis of approved data from noise tests conducted under the provisions of FAR Part 36, Amendment 36-14.

The certified noise levels for the model 206L-4, in the standard configuration, are:

FLIGHT CONDITION	EPNL (EPN dB)
Takeoff	88.4
Flyover	85.2
Approach	90.7

#### 4-8. AIRSPEED CALIBRATION

Refer to figure 4-10 for airspeed installation correction during level flight.

#### 4-9. NOISE LEVEL CERTIFICATIONS

##### 4-10. FAR PART 36 STAGE 2 NOISE LEVELS

This aircraft is certified as a Stage 2 helicopter as prescribed in FAR Part 36, Subpart H, for gross weights up to and including the certificated maximum takeoff and landing weight of 4450 pounds (2018 kilograms). There are no operating limitations in meeting takeoff, flyover, or approach noise requirements.

#### NOTE

No determination has been made by the Federal Aviation Administration that the noise levels of this aircraft are or should be acceptable or unacceptable for operations at, into, or out of any airport.

$V_H$  is defined as the airspeed in level flight obtained using the minimum specification engine torque corresponding to maximum continuous power available for sea level, 25 °C (77 °F) ambient conditions at the relevant maximum certified weight. The value of  $V_H$  thus defined for this aircraft is 110 KTAS in the standard configuration.

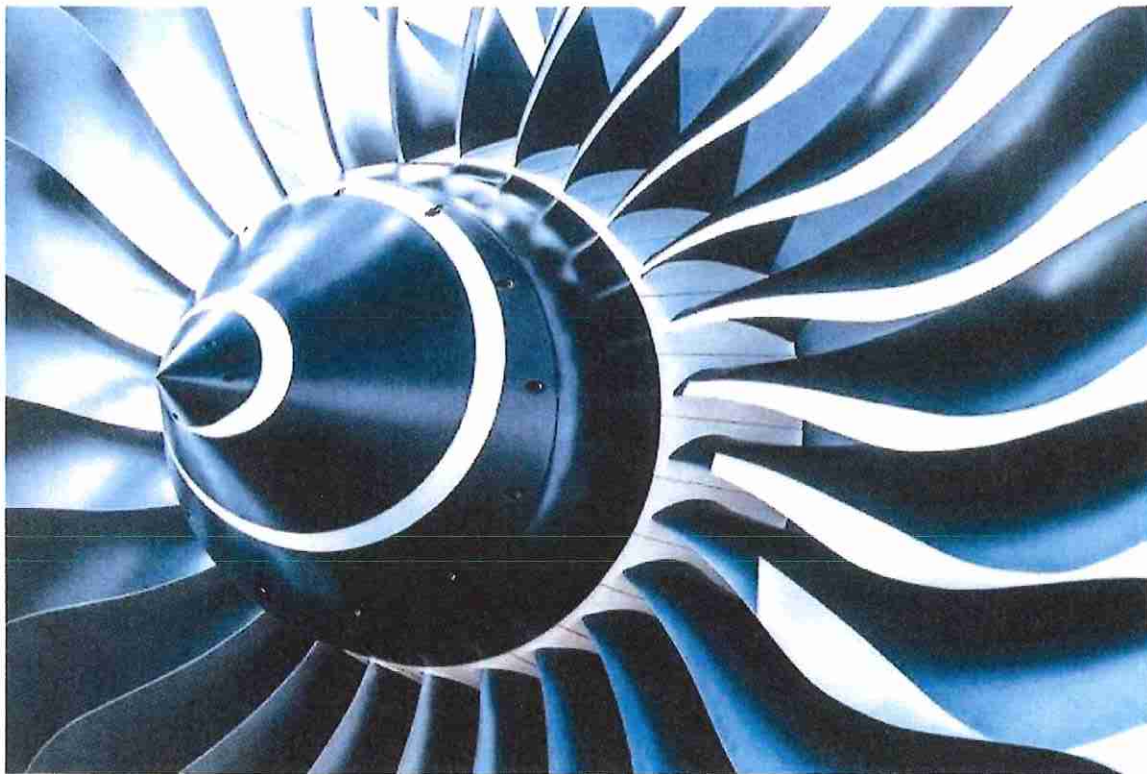


## EXHIBIT "D"

# The Differences Between Kerosene & Jet Fuel

By [Chris Deziel](#) | March 8, 2019

Depending on the grade, jet fuel is basically highly refined kerosene. What is kerosene? It is a fuel that has been around for over a thousand years and is today consumed at a worldwide rate of 1.2 million barrels per day. People use it for heating, lighting and cooking.



The word "kerosene" comes from the Greek "keros," which means wax, and kerosene is also known historically as paraffin. The kerosene and paraffin difference is that the paraffin is a component of kerosene, and when petroleum refining is complete, it remains as a waxy residue. The



nomenclature provides a clue to the connection between them and helps clarify the relationship of kerosene to jet fuel.

## Petroleum Refining and Fractional Distillation

Petroleum, or crude oil, is the raw material for kerosene, gasoline and a host of other products. This highly viscous liquid is rich in aliphatic hydrocarbons, which are molecules that generally contain only hydrogen (H) and carbon (C), although they might also contain impurities such as sulfur (S).

Hydrogen and carbon combine in chains of various lengths. The lightest of these are known as naphthas, which are gases at room temperatures, while the heavier chains are liquids or solids. Each chain has a unique boiling point, so the process of refinement consists of heating petroleum progressively to separate out components. This is the process of fractional distillation.

The naphthas — methane ( $\text{CH}_4$ ) to heptane ( $\text{C}_7\text{H}_{16}$ ) — are the first chains to vaporize, and they get used for solvents and cleaning chemicals. The chains from  $\text{C}_8\text{H}_{18}$  (octane) through  $\text{C}_{11}\text{H}_{24}$  (undecane) are next, and these become gasoline. Kerosene is manufactured from the chains that vaporize next,  $\text{C}_{12}$  to  $\text{C}_{15}$ , while diesel fuel and solids such as paraffin wax and road tar come from heavier chains.

## Kerosene vs. Gasoline

Because it is composed of heavier chains of hydrocarbons, kerosene is less volatile than gasoline. Its higher flash point ( $100^\circ\text{F}$  vs.  $-45^\circ\text{F}$  for gasoline) means that it is safer to store and transport, which is of obvious importance in the aviation industry. Jet engines will burn almost any kind of fuel, so it doesn't have to be highly flammable gasoline.

While not as abundant as gasoline, kerosene still constitutes a large percentage of net refinement products. According to the U.S. Energy

Information Administration, a 42-gallon barrel of crude oil yields about 20 gallons of gasoline and about 16 gallons of other distillates. Of the distillates, about 4 gallons are jet fuel, while the rest are heating oil and diesel fuel.

## Jet Fuel and Kerosene Are the Same — Almost

Because they contain the same classes of hydrocarbons, kerosene, jet fuel and diesel are similar products. When it comes to kerosene vs. diesel for your kerosene heater, many people report that either is suitable. They do notice a stronger odor when using diesel, which is due to the fact that it contains a wider variety of hydrocarbons.

In other words, kerosene is more highly refined than diesel, which means it has been processed at a higher temperature to remove more of the volatile compounds. The same difference exists between kerosene and jet fuel, which has been refined at even higher temperatures. The company that regulates petroleum products in India, Indian Oil, identifies jet fuel as SKF, which means "superior kerosene fuel."

Among the higher standards jet fuel has to meet are those for freezing point, flash point, viscosity, sulfur content and calorific value. In addition, it contains additives to help it burn more cleanly and efficiently as well as to prevent ice formation and corrosion.

## Grades of Jet Fuel

- Jet A, which is the fuel that was widely used in Europe after World War II, is almost identical to kerosene. Its widespread use on the continent was due to the fact that it was more available than gasoline. Another grade in common use is Jet A-1. Together, these are the fuels used more commonly by commercial airliners.

- Jet B and JP-4 ("JP" stands for jet propulsion) are mixtures of kerosene (30 percent) and gasoline (70 percent). They include a larger concentration of the light hydrocarbons and naphthas than Jet A, so they weigh less, which is a desirable characteristic for aviation. However, they have lower flash points and are more dangerous to handle. Because they have low freezing points, they are used for military purposes in the far north.
- JP-5 is also known as high-flash-point kerosene. It is safer to handle than even Jet A and is required for aircraft aboard aircraft carriers as well as for presidential fleet aircraft. Its composition includes approximately 53 percent C<sub>9</sub> to C<sub>16</sub> liquid paraffins (hydrocarbons) with the rest made up of cycloparaffins, aromatics and olefins.
- JP-8 is a 100 percent kerosene blend and is an acceptable substitute for diesel fuel. It is the fuel most widely used for military aircraft, and its use is expected to continue until 2025. Unlike JP-4, which feels like a solvent to the touch, JP-8 feels somewhat thick and oily.

## Some Airplane Engines Use Avgas

Jet engines are powered by turbines, and kerosene-based fuels such as Jet A are suitable for them. Propeller-powered aircraft, on the other hand, have rod-and-piston engines for which a gasoline-type fuel is more suitable. These engines use avgas, which is a higher-octane version of the gasoline you put in your car (mogas).

The two gasoline blends are not the same. Avgas contains various concentrations of tetraethyl lead, which is banned from use in mogas because of concerns about the toxicity of lead. Even though it is toxic, lead is an



important lubricant, and it is needed to protect sensitive engine parts in airplane engines.

Apart from the inclusion of tetraethyl lead, which is being phased out, avgas is close enough to mogas to be used as a motor fuel. The converse isn't true, however, primarily because of the likely presence of ethanol in mogas, which is detrimental to airplane engines.

### Can You Use Jet Fuel for Heaters and Cars?

You could use Jet A to power your kerosene heater or your diesel vehicle. It's a more refined version of kerosene and burns better than diesel fuel.

Considering the fact that due to the high production levels it's less expensive than either kerosene or diesel, it would seem a no-brainer to use it as a substitute.

The main reason you wouldn't want to use jet fuel in your diesel car is that the car's engine isn't designed for it. Jet fuels lack the lubricating characteristics of diesel fuel, but you could add lubricating chemicals.

However, jet fuel also lacks the cleansing additives, and without these, your diesel engine would gum up, and you'd be forced to do frequent cleanups.

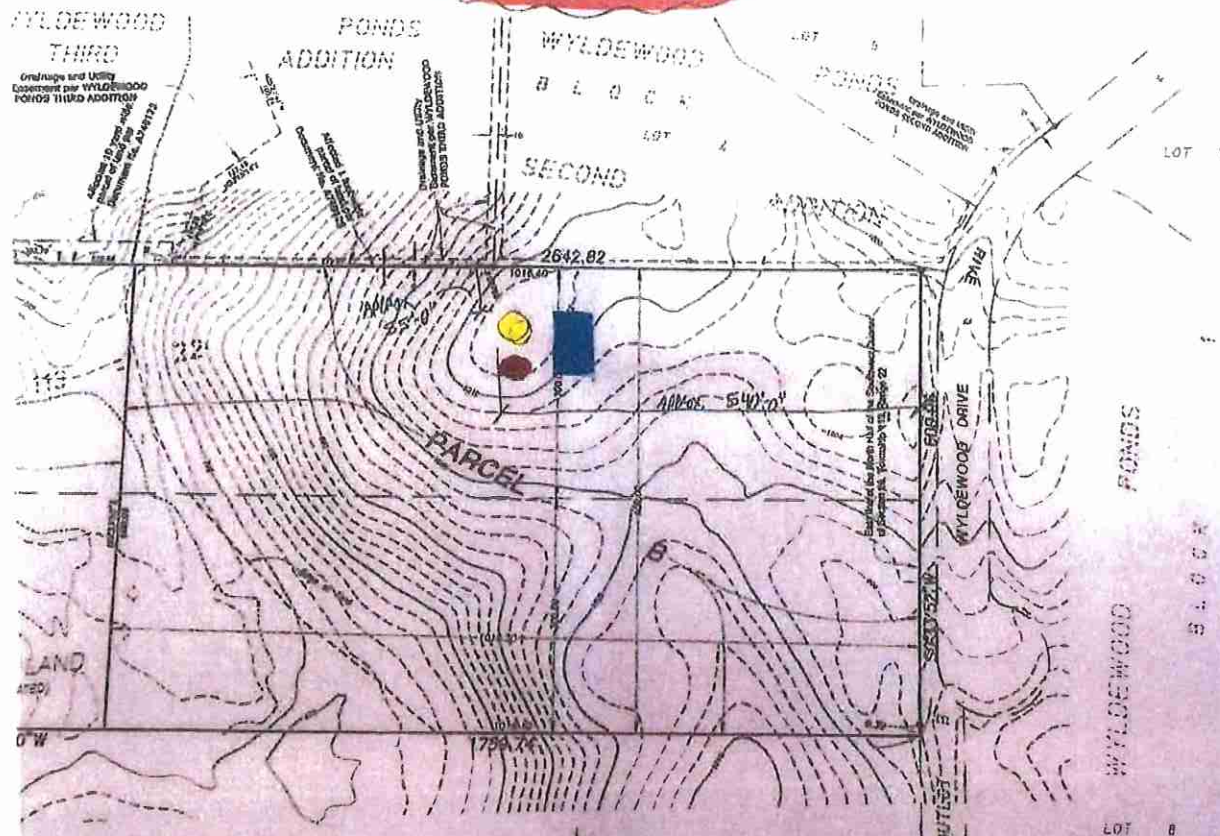
Kerosene heaters are designed to run on 1-K and 2-K kerosene, the difference being that 2-K has a higher sulfur content, which means more sulfur dioxide emissions and increased residue buildup on wicks. The National Ag Safety Database cautions against using jet fuel for heaters. It burns too hot and could result in a fire or explosion.

# EXHIBIT "E"

itions Survey for:

and CONSTANCE LOVELETTE

OPTION "A"



## DESCRIPTION

Street 1/4 of Section 28, Township 113, Range

1/2 of the Southwest 1/4 lying east of the West

1/2 East 1018.28 feet of said North 1/2 of the

with 1/2 of the Southwest 1/4 lying east of the

1/2 East 1018.28 feet of said North 1/2 of the

at 582.00 feet of the North 1/2 of the

1/2 East 1018.28 feet of said North 1/2 of the

of the Southwest 1/4 of said Section 28, lying

1/2 East 1018.28 feet of said North 1/2 of the

part of the North 1/2 of the Southwest 1/4

is shown: A strip of land 80.00 feet in

breadth corner of said North 1/2 of the

00 (plus or minus) 03 square feet along the

point of beginning of the center line to the

(128.77 feet) thence North 81 degrees 00

feet and the south line of the north 500.00

is a distance of 535.73 feet to the east line

of the Southwest 1/4 of said Section 28, lying

1/2 East 1018.28 feet of said North 1/2 of the

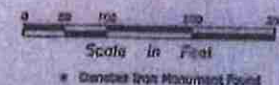
of the Southwest 1/4 of said Section 28, lying

1/2 East 1018.28 feet of said North 1/2 of the

of the Southwest 1/4 of said Section 28, lying

1/2 East 1018.28 feet of said North 1/2 of the

of the Southwest 1/4 of said Section 28, lying



Areas: Total = 1,171,780 square feet (26.80 acres) including Pasture Avenue  
Total = 1,167,423 square feet (26.80 acres) including Pasture Avenue  
Parcel A = 551,547 square feet (12.60 acres) including Pasture Avenue  
Parcel A = 557,590 square feet (12.80 acres) including Pasture Avenue  
Parcel B = 509,543 square feet (11.60 acres)

- 37'-0" DIAMETER HELIPAD
- POTENTIAL 50'-0" X 80'-0" BLDG TO STORE HELICOPTER
- ALTERNATE LOCATION OF 37'-0" DIAMETER HELIPAD

I hereby certify that this survey was prepared by me or under my direction and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota.

Dated this 20th day of July, 2022

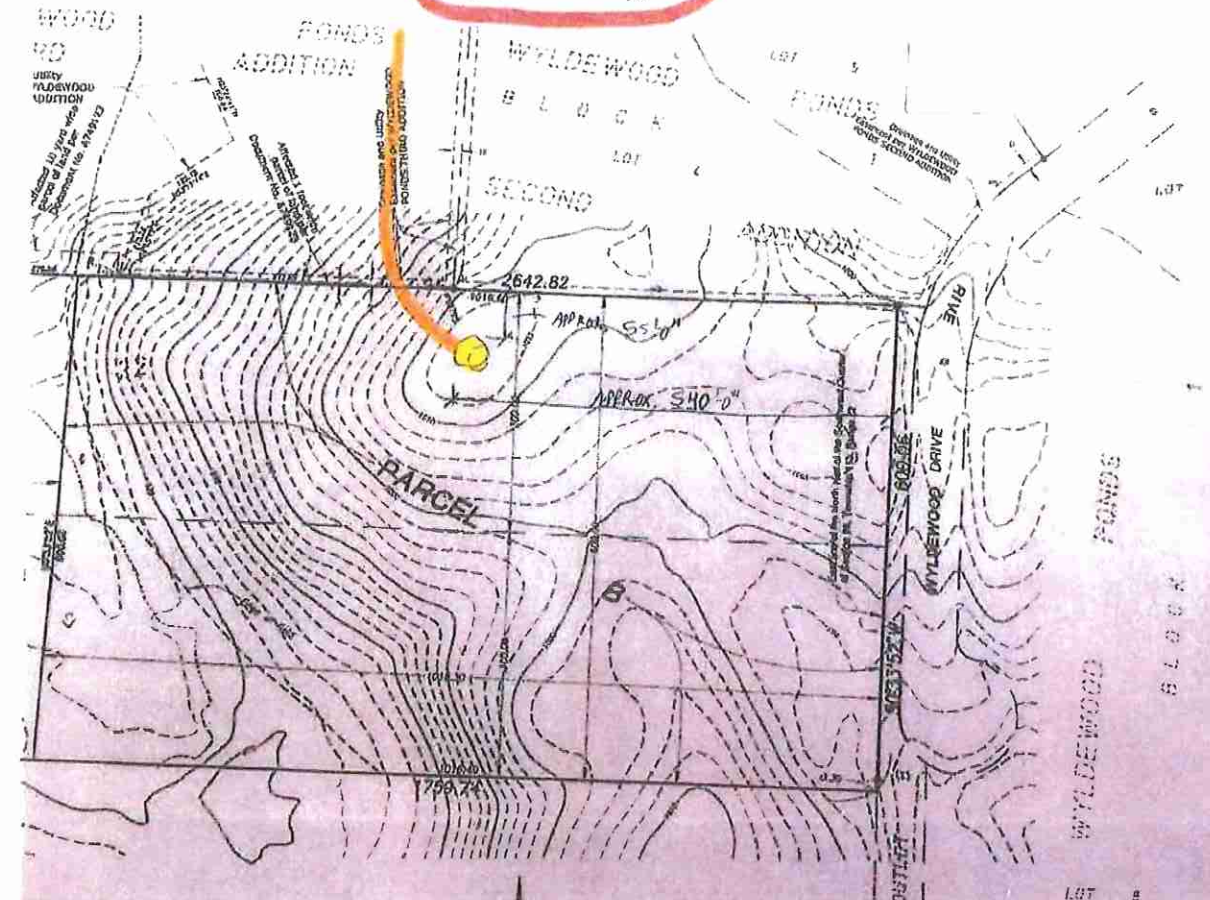
REYNOLDS & ASSOCIATES, INC.

*[Signature]*  
Gary C. Poyer, Land Surveyor  
Minnesota License No. 72544

TRITION



Survey for:  
**CONSTANCE LOVELETTE**  
OPTION "B"



**TION**

Section 28, Township 113, Range

lowest 1/4 lying east of the West  
 1/2 of said North 1/2 of the

Southwest 1/4 lying east of the

of the North 1/2 of the  
 Scott County, Minnesota.

net 1/4 of said Section 28, lying  
 p 113, Range 22, Scott

net 1/2 of the Southwest 1/4  
 strip of land 08.00 feet by  
 r of said North 1/2 of the  
 3 parcels East along the  
 line of the center line to be  
 Parcel Fourth 01 Ogden 00  
 south line of the north 000.00  
 of 205.73 feet to the east line

Areas: Total = 1,171,782 square feet (26.90 acres) including Parnass Avenue  
 Total = 1,167,432 square feet (26.80 acres) excluding Parnass Avenue  
 Parcel A = 561,947 square feet (12.80 acres) including Parnass Avenue  
 Parcel A = 557,597 square feet (12.80 acres) excluding Parnass Avenue  
 Parcel B = 609,842 square feet (14.00 acres)

I hereby certify that this survey was prepared by me or under my direction  
 and that I am a duly Licensed Land Surveyor under the laws of the State  
 of Minnesota.

Dated this 20th day of July, 2020

SCHEER & ASSOCIATES, P.C.

*[Signature]*

Greg E. Huber, Land Surveyor



### **Conditional Use Permit Application**

**Mr. Schieffer requests a conditional use permit** to allow the to-be-acquired +/-13 acres of the property bearing ID Number 039260103 (the "Property") to contain a private heliport on the Property under the Scott County Zoning Ordinance.

- I. The use will not create an excessive burden on public facilities and utilities which serve or are proposed to serve the area.*

The proposed use involves adding a concrete helipad to the Property and the potential construction and use of an adjacent storage structure on the Property to store a helicopter. The use of the helipad will be private only, and will not change the residential use of the Property. Mr. Schieffer does not intend any public use of the helipad. Therefore, the use will have no effect on the public facilities or utilities which serve or will serve the area.

- 2. The use will be sufficiently compatible with, or separated by sufficient distance from, or screened from adjacent agricultural or residential land uses so that there will be no deterrence to the use or development of adjacent land and uses.*

The proposed use for a private heliport is compatible with any existing and future residential and agricultural uses in the area, and will not deter them. The Property is approximately 13 acres, and is more than large enough to provide a sufficient distance from neighboring properties to minimize any noise or other intrusions on other properties. The noise generated by the helicopter when taking off or landing (which happens infrequently due to the fact that the proposed use contemplates a single helicopter only) lasts for approximately 3 minutes and is actually no louder than outboard motors, lawn mowers, motorcycles, farm tractors, or garbage trucks. Each of these, everyday machines produce sound at approximately 100 decibels (dB). See the attached Exhibit A. The decibel levels generated by the aircraft at issue are only approximately 85.2 dB – 90.7 dB. See the attached Exhibit B.

Further, as part of Mr. Schieffer's agreement to purchase the Property from the current property owners, Mr. Schieffer has agreed to restrict his use of the helipad in the following ways: (i) its use will be contingent on MnDOT approval; (ii) it will be maintained compliance with MPCA noise regulations; (iii) the helicopter will be operated in accordance with all applicable FAA regulations (iii) FAA recommended approach/departure paths will be used so as to eliminate overflight of neighboring residences to the extent feasible; and (iv) takeoffs will be limited to twice per day and landing twice per day, subject special limited exceptions of four times a year for multiple landings and takeoffs. Additionally, Mr. Schieffer will have the helipad inspected and approved by MnDOT Aeronautics and Aviation, which issues licenses for heliports (MnDOT Aeronautics Rules Chapter 8800.14002300).

Finally, there is also no issue with the storage of fuel. Aviation fuel is very stable and safe, and is stored in a Certified Aviation mobile fuel tank. An article discussing the safety of the aviation fuel to be stored at the property is attached hereto as Exhibit C.

3. *Each structure or improvement is so designed and constructed that it is not unsightly in appearance to the extent that it will hinder the orderly and harmonious development of the district wherein proposed.*

The proposed use will entail a helipad and potentially a storage structure used to house the helicopter when not in use. In physical appearance, the helipad will be indistinguishable from a patio. If a storage structure is built to contain the helicopter, the storage structure will be indistinguishable from any garage or shed commonly used for residential purposes at larger houses. Therefore, neither of the proposed improvements are unsightly or will hinder the orderly and harmonious development of the district.

4. *The use is consistent with the purposes of the Ordinance and the purposes of the zoning district in which the applicant intends to locate the proposed use.*

The zoning district RR-1 is intended to be reserved for future higher-density rural residential development when support services and infrastructure can be provided. Ordinance 401 specifically states that "Development in this district shall maintain low rural residential densities until such time as the need for additional rural residential development . . . is approved." The proposed use is consistent with this purpose. The proposed heliport will be ancillary to the current residential use of the abutting property owned by Mr. Schieffer (bearing ID Number 038010040), and will not affect the suitability of the Property or surrounding properties to be used at present or in the future for low-density residential purposes.

5. *The use is not in conflict with the Comprehensive Plan of Scott County.*

The proposed use of the Property for a private heliport will not jeopardize any of the uses contemplated for Rural Residential Reserve property in the Comprehensive Plan. Rural Residential Property Reserve property is planned to be reserved for additional rural residential development when the planning infrastructure has been planned and developed. It is contemplated to be used for:

Single-family detached dwellings, small-parcel farms for local food production, cluster residential developments; institutional uses; limited recreational open space uses (golf courses, public parks, conservation areas, natural preserves, stables and riding academies); and smaller-scale agricultural and related uses.

2040 Comprehensive Plan, at V-42.

Notably, Rural Residential Reserve property contemplates small-parcel farms, institutional uses, and small-scale agricultural and related uses. These uses, which frequently involve the use of truck traffic and fuel storage, generate similar noise levels to the helicopter which will be used. It is also significant that the RR-1 zoning district is contemplated to be sparsely populated — one dwelling per 8-10 acres. No change in the residential character or density will occur as a result of the change. Hence, future use and population density will not be affected or harmed by the proposed action.

6. *Adequate measures have been taken to provide ingress and egress so designed as to minimize traffic congestion, provide adequate access to public roads, and provide sufficient on-site parking.*

The proposed use will not require any ingress or egress beyond that already provided for the residence on which the heliport is located. Hence, it will not have any effect on traffic congestion, will not require any additional access to public roads, and will not require any additional on-site parking.

7. *Adequate water supply, individual sewage treatment system facilities, erosion control and storm-water management are provided in accordance with applicable standards.*

If a storage structure is built that contains a bathroom, it will have adequate water supply and an individual sewage treatment system facilities in accordance with applicable standards. The potential storage structure will also meet any erosion control or storm-water management standards, if and as required.

8. *All buildings/structures must meet the intent of the State Building Code and/or fire codes.*

The helipad and potential storage structure that will be constructed will be consistent with the State Building Code and Fire Code. Additionally, any aviation fuel store on the property will be stored in a Certified Aviation mobile fuel tank and will further comply with both the State Building Code and Fire Code.



A

## 4-7. HEIGHT-VELOCITY DIAGRAM

The Height-Velocity Diagram (figure 4-8) defines conditions from which a safe landing can be made on a smooth, level, firm surface following an engine failure. The Height-Velocity Diagram is valid only when helicopter gross weight does not exceed limits of the Altitude Versus Gross Weight for Height-Velocity Diagram (figure 4-9).

## 4-8. AIRSPEED CALIBRATION

Refer to figure 4-10 for airspeed installation correction during level flight.

## 4-9. NOISE LEVEL CERTIFICATIONS

### 4-10. FAR PART 36 STAGE 2 NOISE LEVELS

This aircraft is certified as a Stage 2 helicopter as prescribed in FAR Part 36, Subpart H, for gross weights up to and including the certificated maximum takeoff and landing weight of 4450 pounds (2018 kilograms). There are no operating limitations in meeting takeoff, flyover, or approach noise requirements.

The following noise levels comply with FAR Part 36, Appendix H, Stage 2 noise level requirements. They were obtained by analysis of approved data from noise tests conducted under the provisions of FAR Part 36, Amendment 36-14.

The certified noise levels for the model 206L-4, in the standard configuration, are:

FLIGHT CONDITION	EPNL (EPN dB)
Takeoff	88.4
Flyover	85.2
Approach	90.7

### NOTE

No determination has been made by the Federal Aviation Administration that the noise levels of this aircraft are or should be acceptable or unacceptable for operations at, into, or out of any airport.

$V_H$  is defined as the airspeed in level flight obtained using the minimum specification engine torque corresponding to maximum continuous power available for sea level, 25 °C (77 °F) ambient conditions at the relevant maximum certified weight. The value of  $V_H$  thus defined for this aircraft is 110 KTAS in the standard configuration.

## Noise Sources and Their Effects

Noise Source	Decibel Level	comment
Jet take-off (at 25 meters)	150	Eardrum rupture
Aircraft carrier deck	140	
Military jet aircraft take-off from aircraft carrier with afterburner at 50 ft (130 dB).	130	
Thunderclap, chain saw. Oxygen torch (121 dB).	120	Painful. 32 times as loud as 70 dB.
Steel mill, auto horn at 1 meter. Turbo-fan aircraft at takeoff power at 200 ft (118 dB). Riveting machine (110 dB); live rock music (108 - 114 dB).	110	Average human pain threshold. 16 times as loud as 70 dB.
Jet take-off (at 305 meters), use of outboard motor, power lawn mower, motorcycle, farm tractor, jackhammer, garbage truck. Boeing 707 or DC-8 aircraft at one nautical mile (6080 ft) before landing (106 dB); jet flyover at 1000 feet (103 dB); Bell J-2A helicopter at 100 ft (100 dB).	100	8 times as loud as 70 dB. Serious damage possible in 8 hr exposure
Boeing 737 or DC-9 aircraft at one nautical mile (6080 ft) before landing (97 dB); power mower (96 dB); motorcycle at 25 ft (90 dB). Newspaper press (97 dB).	90	4 times as loud as 70 dB. Likely damage 8 hr exp
Garbage disposal, dishwasher, average factory, freight train (at 15 meters). Car wash at 20 ft (89 dB); propeller plane flyover at 1000 ft (88 dB); diesel truck 40 mph at 50 ft (84 dB); diesel train at 45 mph at 100 ft (83 dB). Food blender (88 dB); milling machine (85 dB); garbage disposal (80 dB).	80	2 times as loud as 70 dB. Possible damage in 8 h exposure.
Passenger car at 65 mph at 25 ft (77 dB); freeway at 50 ft from pavement edge 10 a.m. (76 dB). Living room music (76 dB); radio or TV-audio, vacuum cleaner (70 dB).	70	Arbitrary base of comparison. Upper 70s are annoyingly loud to some people.

Conversation in restaurant, office, background music, Air conditioning unit at 100 ft	60	Half as loud as 70 dB. Fairly quiet
Quiet suburb, conversation at home. Large electrical transformers at 100 ft	50	One-fourth as loud as 70 dB.
Library, bird calls (44 dB); lowest limit of urban ambient sound	40	One-eighth as loud as 70 dB.
Quiet rural area	30	One-sixteenth as loud as 70 dB. Very Quiet
Whisper, rustling leaves	20	
Breathing	10	Barely audible

[modified from <http://www.wenet.net/~hpb/dblevels.html>] on 2/2000. SOURCES: Temple University Department of Civil/Environmental Engineering ([www.temple.edu/departments/CETP/environ10.html](http://www.temple.edu/departments/CETP/environ10.html)), and *Federal Agency Review of Selected Airport Noise Analysis Issues*, Federal Interagency Committee on Noise (August 1992). Source of the information is attributed to *Outdoor Noise and the Metropolitan Environment*, M.C. Branch et al., Department of City Planning, City of Los Angeles, 1970.





# The Differences Between Kerosene & Jet Fuel

By [Chris Deziel](#) | March 8, 2019

Depending on the grade, jet fuel is basically highly refined kerosene. What is kerosene? It is a fuel that has been around for over a thousand years and is today consumed at a worldwide rate of 1.2 million barrels per day. People use it for heating, lighting and cooking.



credit: the\_guitar\_mann/iStock/GettyImages

The word "kerosene" comes from the Greek "keros," which means wax, and kerosene is also known historically as paraffin. The kerosene and paraffin difference is that the paraffin is a component of kerosene, and when petroleum refining is complete, it remains as a waxy residue. The

nomenclature provides a clue to the connection between them and helps clarify the relationship of kerosene to jet fuel.

## Petroleum Refining and Fractional Distillation

Petroleum, or crude oil, is the raw material for kerosene, gasoline and a host of other products. This highly viscous liquid is rich in aliphatic hydrocarbons, which are molecules that generally contain only hydrogen (H) and carbon (C), although they might also contain impurities such as sulfur (S).

Hydrogen and carbon combine in chains of various lengths. The lightest of these are known as naphthas, which are gases at room temperatures, while the heavier chains are liquids or solids. Each chain has a unique boiling point, so the process of refinement consists of heating petroleum progressively to separate out components. This is the process of fractional distillation.

The naphthas — methane ( $\text{CH}_4$ ) to heptane ( $\text{C}_7\text{H}_{16}$ ) — are the first chains to vaporize, and they get used for solvents and cleaning chemicals. The chains from  $\text{C}_8\text{H}_{18}$  (octane) through  $\text{C}_{11}\text{H}_{24}$  (undecane) are next, and these become gasoline. Kerosene is manufactured from the chains that vaporize next,  $\text{C}_{12}$  to  $\text{C}_{15}$ , while diesel fuel and solids such as paraffin wax and road tar come from heavier chains.

## Kerosene vs. Gasoline

Because it is composed of heavier chains of hydrocarbons, kerosene is less volatile than gasoline. Its higher flash point (100°F vs. -45°F for gasoline) means that it is safer to store and transport, which is of obvious importance in the aviation industry. Jet engines will burn almost any kind of fuel, so it doesn't have to be highly flammable gasoline.

While not as abundant as gasoline, kerosene still constitutes a large percentage of net refinement products. According to the U.S. Energy

Information Administration, a 42-gallon barrel of crude oil yields about 20 gallons of gasoline and about 16 gallons of other distillates. Of the distillates, about 4 gallons are jet fuel, while the rest are heating oil and diesel fuel.

## Jet Fuel and Kerosene Are the Same — Almost

Because they contain the same classes of hydrocarbons, kerosene, jet fuel and diesel are similar products. When it comes to kerosene vs. diesel for your kerosene heater, many people report that either is suitable. They do notice a stronger odor when using diesel, which is due to the fact that it contains a wider variety of hydrocarbons.

In other words, kerosene is more highly refined than diesel, which means it has been processed at a higher temperature to remove more of the volatile compounds. The same difference exists between kerosene and jet fuel, which has been refined at even higher temperatures. The company that regulates petroleum products in India, Indian Oil, identifies jet fuel as SKF, which means "superior kerosene fuel."

Among the higher standards jet fuel has to meet are those for freezing point, flash point, viscosity, sulfur content and calorific value. In addition, it contains additives to help it burn more cleanly and efficiently as well as to prevent ice formation and corrosion.

## Grades of Jet Fuel

- Jet A, which is the fuel that was widely used in Europe after World War II, is almost identical to kerosene. Its widespread use on the continent was due to the fact that it was more available than gasoline. Another grade in common use is Jet A-1. Together, these are the fuels used more commonly by commercial airliners.



- Jet B and JP-4 ("JP" stands for jet propulsion) are mixtures of kerosene (30 percent) and gasoline (70 percent). They include a larger concentration of the light hydrocarbons and naphthas than Jet A, so they weigh less, which is a desirable characteristic for aviation. However, they have lower flash points and are more dangerous to handle. Because they have low freezing points, they are used for military purposes in the far north.
- JP-5 is also known as high-flash-point kerosene. It is safer to handle than even Jet A and is required for aircraft aboard aircraft carriers as well as for presidential fleet aircraft. Its composition includes approximately 53 percent C<sub>9</sub> to C<sub>16</sub> liquid paraffins (hydrocarbons) with the rest made up of cycloparaffins, aromatics and olefins.
- JP-8 is a 100 percent kerosene blend and is an acceptable substitute for diesel fuel. It is the fuel most widely used for military aircraft, and its use is expected to continue until 2025. Unlike JP-4, which feels like a solvent to the touch, JP-8 feels somewhat thick and oily.

## Some Airplane Engines Use Avgas

Jet engines are powered by turbines, and kerosene-based fuels such as Jet A are suitable for them. Propeller-powered aircraft, on the other hand, have rod-and-piston engines for which a gasoline-type fuel is more suitable. These engines use avgas, which is a higher-octane version of the gasoline you put in your car (mogas).

The two gasoline blends are not the same. Avgas contains various concentrations of tetraethyl lead, which is banned from use in mogas because of concerns about the toxicity of lead. Even though it is toxic, lead is an

important lubricant, and it is needed to protect sensitive engine parts in airplane engines.

Apart from the inclusion of tetraethyl lead, which is being phased out, avgas is close enough to mogas to be used as a motor fuel. The converse isn't true, however, primarily because of the likely presence of ethanol in mogas, which is detrimental to airplane engines.

### Can You Use Jet Fuel for Heaters and Cars?

You could use Jet A to power your kerosene heater or your diesel vehicle. It's a more refined version of kerosene and burns better than diesel fuel.

Considering the fact that due to the high production levels it's less expensive than either kerosene or diesel, it would seem a no-brainer to use it as a substitute.

The main reason you wouldn't want to use jet fuel in your diesel car is that the car's engine isn't designed for it. Jet fuels lack the lubricating characteristics of diesel fuel, but you could add lubricating chemicals.

However, jet fuel also lacks the cleansing additives, and without these, your diesel engine would gum up, and you'd be forced to do frequent cleanups.

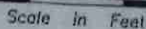
Kerosene heaters are designed to run on 1-K and 2-K kerosene, the difference being that 2-K has a higher sulfur content, which means more sulfur dioxide emissions and increased residue buildup on wicks. The National Ag Safety Database cautions against using jet fuel for heaters. It burns too hot and could result in a fire or explosion.

### OPTION "A"



### DESCRIPTION

ALTERNATE LOCATION OF 37'-0" DIAMETER HELIPAD



- Denotes Iron Monument Found

Gary C. Huber, Land Surveyor  
Minnesota License No. 22036



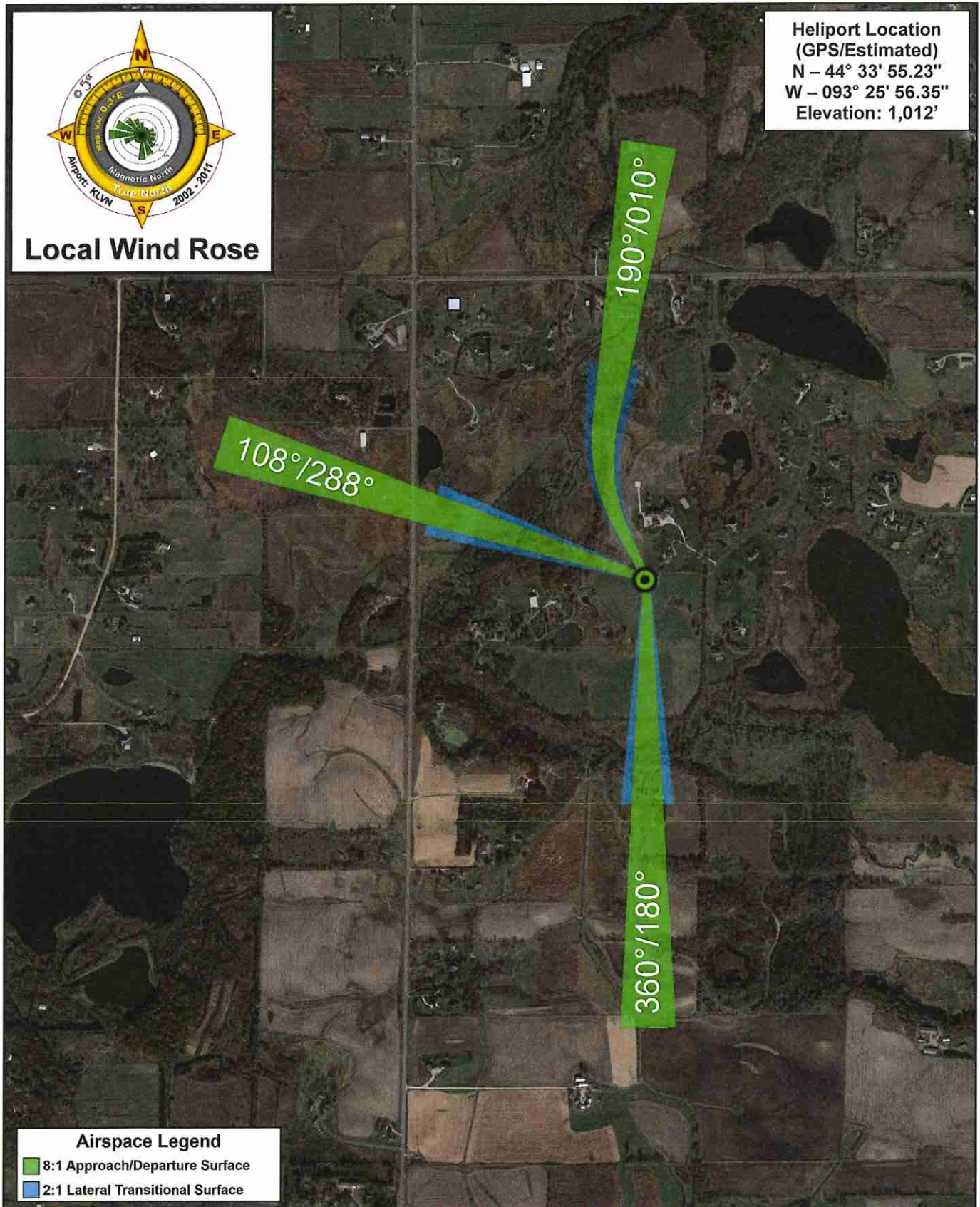
# DKPA Heliport, Webster, MN

## Proposed Approach/Departure Paths



Local Wind Rose

Heliport Location  
(GPS/Estimated)  
N – 44° 33' 55.23"  
W – 093° 25' 56.35"  
Elevation: 1,012'



### Airspace Legend

- 8:1 Approach/Departure Surface
- 2:1 Lateral Transitional Surface

## DKPA Heliport, Webster, MN

### Approach/Departure Paths

This heliport will employ the alternate approach/departure airspace for private prior permission as provided for in Chapter 2 of the FAA Heliport Design Advisory Circular AC 150/5390-2C.

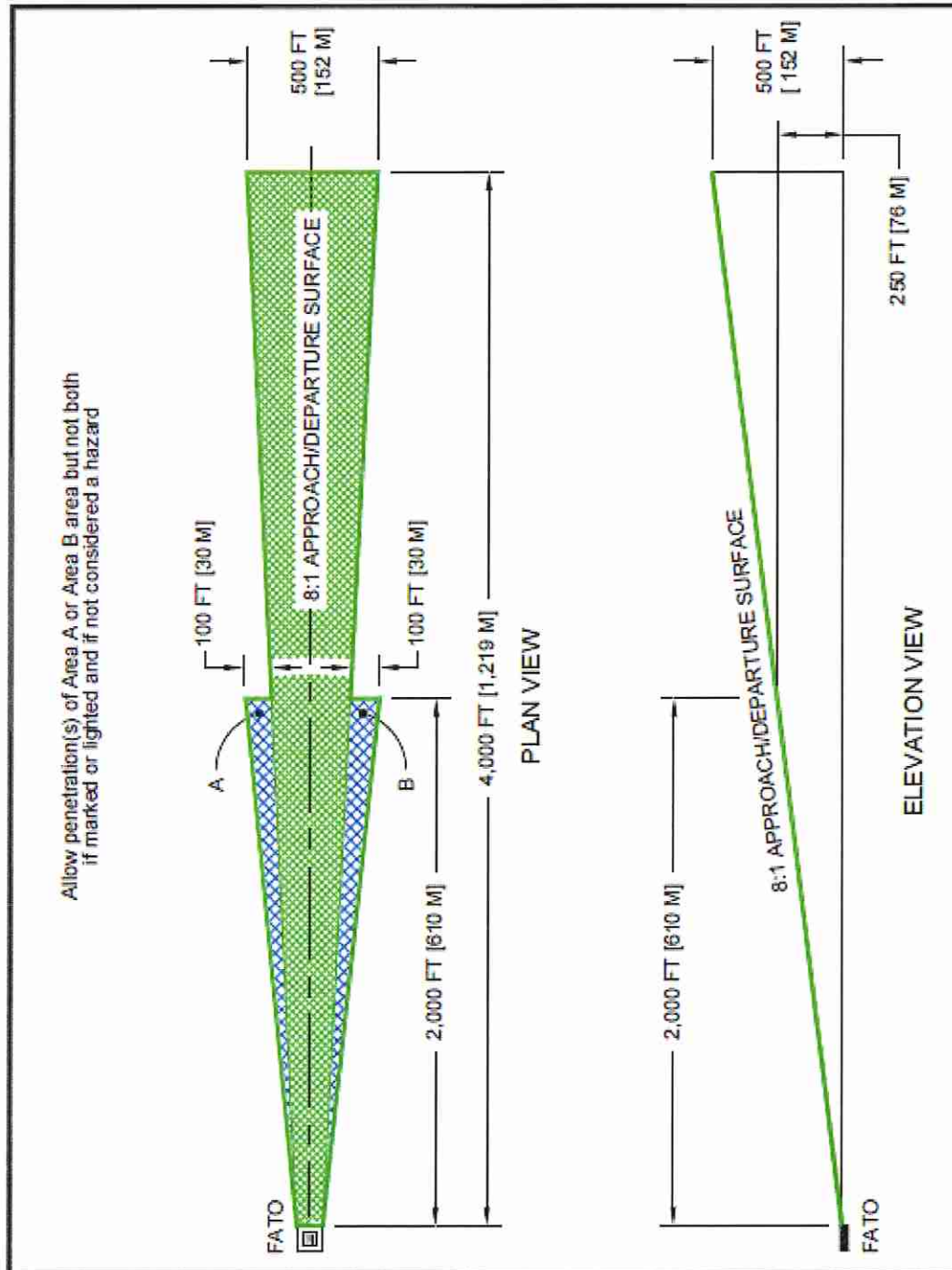


Figure 2-9. VFR PPR Heliport Lateral Extension of the 8:1 Approach / Departure Surface: General Aviation



## DKPA Heliport, Webster, MN

### Curved Approach/Departure Path

One approach/departure path will be curved using a 36° offset to avoid residential areas to the extent feasible as provided for in Chapter 2 of the FAA Heliport Design Advisory Circular AC 150/5390-2C.

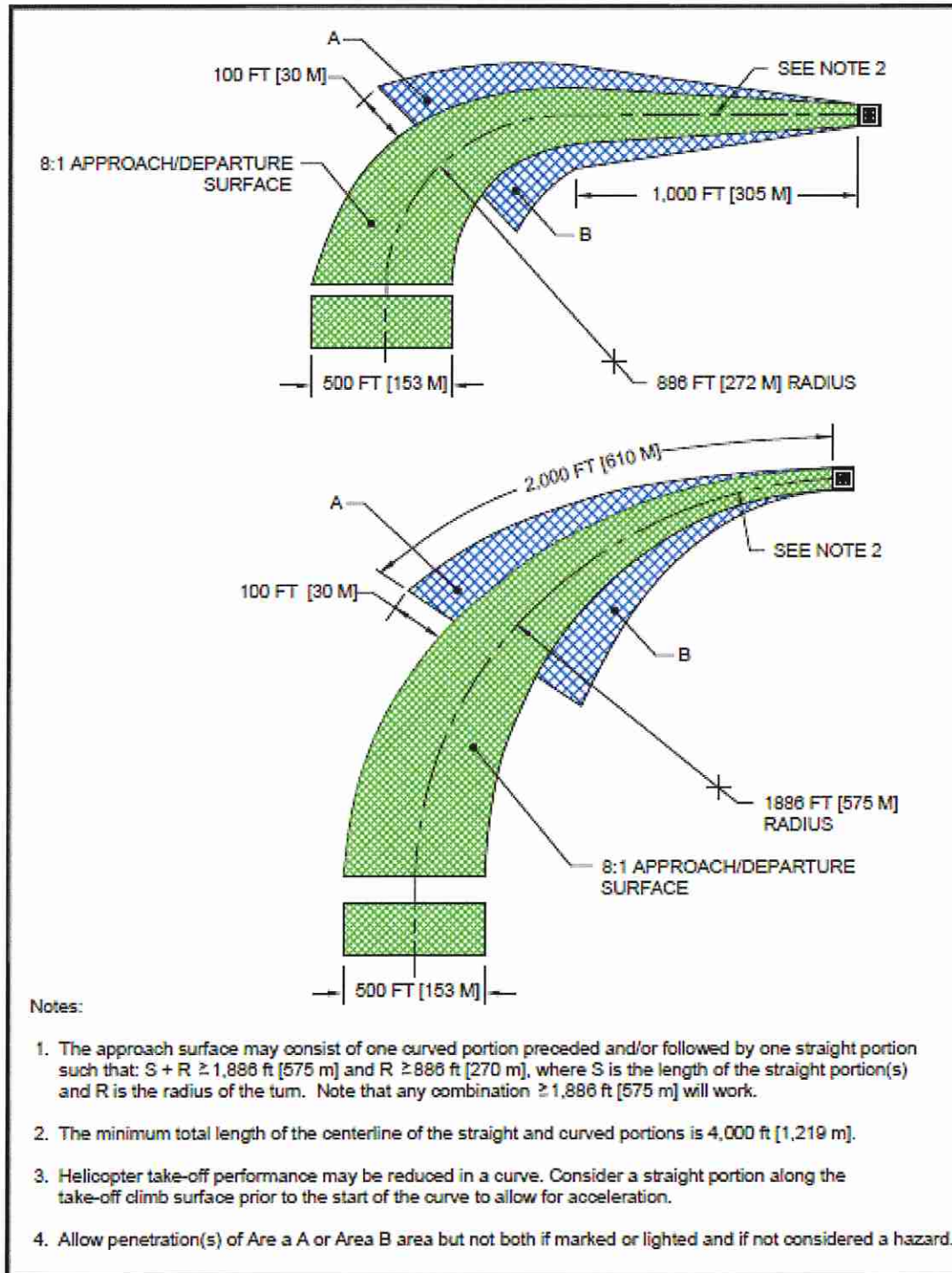


Figure 2-10. VFR PPR Heliport Lateral Extension  
of the Curved 8:1 Approach / Departure Surface: General Aviation



## Schmitz, Martin

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**From:** Carlson, Mina (DOT) <Mina.Carlson@state.mn.us>  
**Sent:** Tuesday, August 18, 2020 11:21 AM  
**To:** David Turnberg; Schmitz, Martin  
**Cc:** Doug Schieffer; Braunig, Richard (DOT)  
**Subject:** [External]RE: Scott County request

Good morning,

I was able to speak to Rick yesterday and get guidance on the proposed site; Lovelette property.

Please note the following for upcoming discussions with Scott County.

- 27July, MnDot Dept. of Aeronautics visited and collected data on the Lovelette property.
- Upon initial data review, and discussion(s) with heliport/property owner, MnDot concurs the site would be eligible for licensing.

Also, there is a MnDot Heliport design guide available for reference. It speaks to the construction, statues, forms needed, markings, private heliport licensing, etc. If any parties would like one, I will mail out the memory sticks accordingly.

*Kindly,*

*Mina Carlson*

Heliport Administrator  
Office of the Aeronautics  
Minnesota Department of Transportation  
222 Plato Blvd, MS 410  
St. Paul, Minnesota 55107  
C: 651-279-4453  
[Mina.Carlson@state.mn.us](mailto:Mina.Carlson@state.mn.us)



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**From:** David Turnberg <dturnberg@northlandcm.com>  
**Sent:** Friday, August 14, 2020 10:20 AM  
**To:** Carlson, Mina (DOT) <Mina.Carlson@state.mn.us>  
**Cc:** Doug Schieffer <DSchieffer@northlandcm.com>; David Turnberg <dturnberg@northlandcm.com>  
**Subject:** RE: Scott County request

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## Schmitz, Martin

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**From:** Elizabeth Brandt <ebrandt4291@gmail.com>  
**Sent:** Thursday, August 13, 2020 8:31 PM  
**To:** Schmitz, Martin  
**Subject:** [External]Application for heliport

Mr. Marty Schmitz  
Scott County Zoning Administrator  
Government Center  
200 Fourth Avenue West  
Shakopee, MN 55379-1220

Dear Marty Schmitz,

I am writing regarding file # 20200000048, heliport at 26627 Panama Avenue, Cedar Lake Township requested by Douglas Schieffer who resides at 26456 Wyldewood, Drive. His property borders the southern end of my property line.

My first concern about this application is that there WILL be noise factors. An occasional helicopter passing over from New Prague hospital is different than one passing over my property 50/60 times per year which is what Douglas anticipates. PEOPLE DO NOT MOVE TO THE COUNTRY TO HAVE NOISE! They wish to hear birds, see animals and enjoy "peace and quiet".

My second concern is the impact on my property values. When the hi-line wires went past they said there would be NO impact. When my home was on the market from July 2019-December 2019 several people did not follow through on their showing appointments when they saw the power lines. My property value, assessed by Scott County, went down \$20,000 because of the power lines. A heliport WILL also reduce my value and weaken my chances of selling my home.

My third concern/thought is that there are many other places where Douglas may keep his helicopter. He currently parks it in Faribault which is a 20 minute drive. He could keep it in Lakeville which is another 20 minute drive. Keeping it in a "residential neighbor" is not acceptable.

I trust that the Scott County zoning personnel will continue to support our "peace and quiet neighborhood" for those of us who live in our homes in this area that is currently being threatened by Douglas.

Please do not change the zoning and bring helicopters into our air space!

My sincerest thanks,

Elizabeth Brandt  
4291 E. 260<sup>th</sup> Street  
Webster, MN 55088

*Elizabeth Brandt*

**"Coming together is a beginning; keeping together is progress; working together is success."**

TO: Scott County Board Members

FROM: Brian Lubinski, 4051  
Hunters Ln

Subject: Scheiffer Request for  
Rezoning & Special Use Permit for  
Personal Use Heliport

November 20, 2019

To whom it may concern –

I will not be able to attend the  
December 9, 2019 Scott County  
Board meeting to discuss the  
subject issue so wanted to put  
down a few thoughts for your  
consideration.



First, for clarity, the first indication I noticed that Mr. Doug D. Schieffer intended to operate a helicopter on his property at 26456 Wyldwood Drive, Webster, MN 55088 was when he began operations sometime in September or October, 2019.

Secondly, I would like to share four points as an professional pilot, wildlife biologist and aviation manager for the US government.

- 1) Aviation Safety –My concern is that, even with an

experienced pilot operating this complex of a helicopter, the low level hazards surrounding Mr. Schieffer's property which include high power lines north and west, ridge and houses south, houses east, combined with the lack of proximity of emergency services, significantly increase the risk to the aircrew operating the helicopter, as well as those living in the houses surrounding Mr. Schieffer's property. A direct impact to houses and indirect impact due to a crash induced wildfire are all risks a

thorough aviation risk analysis should identify and assess. I suggest the county complete a Risk Assessment Analysis, including a likelihood versus probability matrix in order to better understand the risks to life and property with the proposed use.

- 2) Wildlife Impacts - 36 CFR § 2.2 - Wildlife protection. Protects wildlife from disturbance and sets the framework for legal take. Although Mr. Schieffer would no doubt responsibly use his helicopter as to avoid intentionally harassing



wildlife, multiple neighbors surrounding Mr. Schieffer's property use their property for hunting, outdoor recreation and wildlife viewing. I have personally directed thousands of dollars of personal, federal and state funding to restore wildlife habitat on the 48.5 acres I own. These uses are not compatible with the operation of a heliport, although impacts could be mitigated through restrictions to frequency of use, time of day and higher approach altitudes. I suggest the County complete a property

use survey and impact analysis before approving Mr Schieffer's request.

- 3) Privacy – I have already had Mr. Schieffer's helicopter fly within view of my home while my family was trying to enjoy a quiet barbeque out on our deck. The helicopter was close enough for us to see the pilot (again, am unsure of his identity), and possibly into our bedroom and living room windows. We also use our property to enjoy the outdoors with what has been with a sense of privacy. The value of privacy is important to us and would be impacted

during takeoff and landing operations.

- 4) Noise – Speaking of values, we highly value the sounds of the outdoors and periods of quiet. The Minnesota Pollution Control Agency labels undesirable sounds as noise and establishes thresholds (<https://www.pca.state.mn.us/air/noise-pollution>). For example, 20 dB is the noise level in a quiet, rural nighttime setting. In contrast, a Bell 206 L4 helicopter produces 87 dB at 500 feet AGL and 78 dB at 1,000 AGL. I recommend the County review research into



community studies designed to mitigate for noise impacts from helicopter use, such as the following study:

[https://www.ucsf.edu/sites/default/files/legacy\\_files/documents/0331part2.pdf](https://www.ucsf.edu/sites/default/files/legacy_files/documents/0331part2.pdf)

In conclusion, I respect Mr. Schieffer's interests and rights to pursue life, liberty and the pursuit of happiness and share his love of aviation and the conveniences and experiences it affords. However, in this particular case I am concerned that property values, already potentially negatively impacted by the addition of high voltage powerlines to the north and west

of this neighborhood, would be further impacted in a negative way. I respectfully request the County complete an impact analysis that covers both the environmental and human dimensions of this change in use Mr. Schieffer is requesting.

Thank you for your consideration of my perspective as you seek to serve the public in a noble and honorable way.

Sincerely,

Brian Lubinski

4051 Hunters Ln

Webster, MN 55088

952-221-8065



## Schmitz, Martin

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**From:** LB <loren.bahls@gmail.com>  
**Sent:** Monday, August 3, 2020 9:11 AM  
**To:** Schmitz, Martin; Davis, Brad  
**Subject:** [External]Doug Schieffer, DKPA LLC

Marty:

Re: Property ID 039260103, 26627 Panama Ave.  
Future Heliport

If Doug Schieffer purchases subject property, we assume that it can't be subdivided due to lack of access to a public roadway. Wyldewood Drive does not allow access to land. Please confirm.

Due to recent events at East Gull Lake, as referenced in yesterday's Minneapolis StarTribune article, has Scott County engaged in any dialogue with Governmental agencies in the Gull Lake area? If so, what are the results and your opinions and/or actions. Please note that both heliports are interconnected due to Schieffer's desire to fly directly in between these two sites.

Has Scott County discussed or created any specific Codes, Classifications or Regulations relative to heliport construction and operations including safety of residents, setbacks, noise standards, frequency of operation, etc.?

Due the numerous ponds and hundreds of geese, ducks and wild turkeys, has Scott County considered commissioning an Environmental Impact Study/Statement for surrounding area relative to helicopter use?  
Or, is this a Federal or State function. Is there another department within Scott County that addresses such issues?

I look forward to your responses.

Respectfully submitted,

Loren Bahls  
26340 Wyldewood Drive  
Cedar Lake Township  
952.393.0820

Sent from [Mail](#) for Windows 10

## Schmitz, Martin

---

**From:** LB <loren.bahls@gmail.com>  
**Sent:** Monday, August 10, 2020 8:58 AM  
**To:** Schmitz, Martin; Davis, Brad; Hocesvar, Ron; Wagner, Greg; Wolf, Tom  
**Subject:** RE: [External] Schieffer Heliport/CUP

Marty:

The request to allow a heliport in a residential community is a very serious and complex issue.

Many of us here in Cedar Lake Township feel that Scott County should delay any action on heliport and CUP until it can be studied further and appropriate Codes and Standards clearly passed into law. A September 14<sup>th</sup> hearing is much too soon to fully understand the deep implications of heliport and helicopter flights through a residential area.

At this time, local residents are unaware of the magnitude of the potential heliport. Sending Hearing notices to residents within ¼ mile only is not appropriate. The safety and lives of residents in a far greater area are at stake.

The ¼ mile radius should be changed to at least 1 mile when a heliport or airport is involved. I suggest that Official Notifications should be County-wide.

We only need to look at the City of East Gull Lake to see the major issues and resident opposition to a heliport. The City has wrangled with Schieffer's heliport for over a year with no direct resolution.

A helicopter/heliport is a nuisance as defined by the Minnesota Department of Commerce, Real Estate Division. A 90 dBA noise source in a residential area is not in line with accepted standards of 65 dBA measured at property line.

Regarding Mr. Schieffer purchasing the Lovelette 13 acre parcel, we vehemently disagree with administrative adjoining the 13 acres with existing Schieffer homestead as follows:

Schieffer's homestead is in Wyldewood Ponds. Wyldewood Ponds neighborhood is covered under Document A567227 filed with Scott County on 10-15-2002. Receipt No. 219265.  
The 13 acres parcel has nothing to do with Wyldewood Ponds whatsoever

Wyldewood Ponds is zoned RR-1C. The 13 acre parcel is zoned RR-1. It make no sense to combine them.

The 13 acre site is being requested to be a heliport. Heliports are not allowed in Wyldewood Ponds.

Scott County should create a new parcel ID for the 13 acres as it is totally dissimilar to existing Schieffer properties within Wyldewood Ponds and existing Schieffer properties within.

Respectfully submitted,

Loren Bahls  
26340 Wyldewood Drive  
952.393.0920

## Schmitz, Martin

---

**From:** LB <loren.bahls@gmail.com>  
**Sent:** Wednesday, September 2, 2020 8:42 AM  
**To:** Schmitz, Martin; Davis, Brad  
**Cc:** britten05@aol.com  
**Subject:** [External]Heliport,

Good Morning:

I trust that your staff will be reviewing the 2040 Comprehensive Plan in its entirety.

Section IV – Principles, Vision

Section VI – Improper Land Use

Section VII – Healthy Communities

Section VIII – Natural Area Corridors

Section XII – Public Safety and EMS

Section XII – X11-10 Goal #XX-1j.

Increase the capacity of the County to respond to public health nuisances (heliport).

Section XII-12 Public Safety Plan

Citizens feel safe, know their neighbors, children play outside and all feel part of larger community. (We don't need the extreme noise, massive rotor wash and compromise of human life, wildlife and our intrinsic values).

Plus, what we've discussed about lot lines and the need to develop Regulations and Guidelines for heliports before considering this CUP. The 2040 Plan was adopted long before this CUP was filed on 08/03/2020.

Brad and Marty: We welcome you to visit our neighborhood prior to the hearing. This would enforce the need to reject the CUP in its entirety and bring peace to our tranquil community.

We need to follow in the footsteps of East Gull Lake – rejecting this nuisance.

Loren Bahls

Sent from [Mail](#) for Windows 10



To: Marty Schmitz and Brad Davis

August 27, 2020

**LAND USE – CHALLENGE TO ADJOINING PROPERTIES**  
**CUP Request PL20200000048.**

**We'd like to reiterate several items that we've expressed over the past three + weeks including the appearance of a somewhat biased treatment Douglas Schieffer may be receiving at the expense of others that live around him. Our case, for not adjoining properties, remains as follows:**

**Existence.** A livable single-family home must exist on a property before a helipad and storage facility can be constructed. No flight operations will be permitted on a property without an existing single-family home.

*This is analogous to the current rule where an outbuilding may not be constructed today unless a home is present. And, the helicopter is for personal use, not business or agricultural use.*

1. If the administrative subdivision and conditional use permit are approved, the parcel will be "split zoned". While this may not be prohibited by Scott County's zoning ordinances, Marty has described split zoning as unusual and usually reserved for larger properties. Exception No. 1.
2. In addition, if the application is approved, the zoning district boundary lines would not follow lot lines as is the general recommendation in Scott County Zoning Ordinance Number 3, Section 20-2. Exception No. 2.
3. If the application is approved, the parcel will be partly within Wyldewood Ponds Subdivision and partly outside it. Again, while this may not be prohibited, it is certainly unusual. Exception No. 3.
4. Finally, at the time of the adoption of the Scott County 2040 Comprehensive Plan, there was one heliport located within Scott County. See Section VI, page 59 of the Scott County 2040 Comprehensive Plan. This heliport is located at St. Francis Regional Hospital in Shakopee. The Comprehensive Plan goes on to state that "If the development of heliports is determined as an appropriate measure in Scott County, regulations and guidelines should be established based on FAA regulations and designed to prevent land use conflicts and noise disturbance [emphasis added]". If the application for CUP is granted without the adoption of regulations and guidelines, this would, again, be another exception to the policies and practices of Scott County. Exception No. 4.

None of these points speak to safety, noise disturbance and other adverse impact on neighboring properties, including property values, all of which are valid concerns.

**Loren Bahls**  
**Jim Britten**

**Bruce Facile**

26490 Wyldewood Dr.  
Webster, MN 55088  
(952) 461-5792  
bruce.facile@gmail.com

20th July 2020

To whom it may concern,

Lauri and I are writing this letter in support of Doug Schieffer's plans to build a helicopter landing pad adjacent to our property. We have known Doug and been neighbors for over 15 years and consider his family friends. He is always upfront with us on his plans for his property. I researched helicopters and landing ports to make sure what he was proposing was safe. I also met with his instructor and he clarified any questions I had. I also flew with Doug and his instructor. I am convinced Doug is committed to safety. He has taken every precaution to ensure everyone's safety. He has even outfitted his helicopter with autopilot! He has flown out of our neighborhood while I was working from home and it is barely noticeable. Again, we wholeheartedly support Doug's plans to land and keep a helicopter on the property adjacent to ours.

Sincerely,

Bruce and Lauri Facile

*Bruce Facile* 7/20/2020  
*Lauri Facile* 7/20/20

July 30, 2020

To Whom it may concern,

We are Don and Connie Lovelette and we are writing to now show our support of Doug Schieffer's plans to land his helicopter near our home located at 26627 Panama Ave, Webster MN. We were approached in the fall of 2019 by Loren Bahls and Jim Britten, both of the Wyldewood Ponds neighborhood and neighbor to Doug, about a plan for a helipad and helicopter landing in their development and near our house. We received a call from Loren Bahls and a home visit by Jim Britten presenting us with petition letter against having this helicopter in our area. We were told that this would be a definite threat to public safety, create environmental harm, that there would be hazardous materials that were way more dangerous than what a normal person would have/store on their own property, and that we would have a significant loss of value on our property if this was to happen. We were told a one-sided story, that was believable at the time as we had not had much knowledge of helicopters, and we signed a petition against this as "most everyone in the area was signing it."

Recently, we were able to have a conversation with Doug about this issue. Doug spoke to us about all the FACTS about helicopters, their impact on the environment, the safety precautions that he takes every time he flies. Doug spoke to us with respect, provided us factual information with studies to back it, and truthfully answered our questions that we had to help us gain a better understanding of his plan. We love that people have a chance to follow their dreams and passions and now feel, since we have heard both sides of the story, that this is something that we fully support.

Sincerely,

*Don and Connie Lovelette*

Don and Connie Lovelette



## David Turnberg

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**From:** Doug Schieffer  
**Sent:** Tuesday, November 19, 2019 6:58 PM  
**To:** Kelli Schieffer; David Turnberg  
**Subject:** Fwd: say yes to helicopters.

FYI - very cool of Eric to reach out!

Dave - make sure we keep this for the file with the county.

Thanks

Sent from my iPhone

Begin forwarded message:

**From:** Eric <eheim@grainhandler.com>  
**Date:** November 19, 2019 at 2:09:54 PM CST  
**To:** Doug Schieffer <dschieffer@northlandcm.com>  
**Subject:** say yes to helicopters.

I was out of town last week on business but when I got back I wanted to put a sign in my yard that said "say yes to helicopters on Dec 5<sup>th</sup>"

I am sure there is a something against that in the association though.

We are with you 100% and for sure my wife will be at the meeting, I will be as long as I don't have to go out of town.

We don't want to live in a prudish neighborhood where you can't enjoy yourself with the things you like to do.

*Eric Heim*  
General Manager  
21785 Hamburg Ave  
Lakeville, MN, 55044  
Office: (612) 722-1085 Ext:#102  
Email: [eheim@grainhandler.com](mailto:eheim@grainhandler.com)

26475 Wyldewood Dr  
Webster, MN 55088



From: Robert [mistmuvet@gmail.net](mailto:mistmuvet@gmail.net)  
Subject: Helicopter  
Date: Aug 13, 2020 at 5:15:17 PM  
To: [dougschieffer74@gmail.com](mailto:dougschieffer74@gmail.com)

Robert and Lisa Hidalgo  
26180 Wyldewood Drive  
Webster, MN 55088

Our property is east of the Schieffer's property. We have known the Schieffer's for 15 years. We are completely in support of Doug having his helicopter on his property. We do not have any concerns for our safety, any noise disruptions or losing value in our property. There are several small planes, helicopters, commercial aircrafts that fly over our neighborhood daily. It is part of the location we live in. Doug's helicopter would not contribute to any more noise than a normal day does. Many of the neighborhood kids have dirt bikes that make noise and they ride them much longer than Doug's take off and landing would be. Clearly, all neighborhoods have noise, lawnmowers, leaf blowers, cars coming and going. Again all part of a normal day. We understand that Doug would keep his helicopter on his property vs. at an airport. We agree with the convenience for him regarding his lengthy travels for work would be ideal for him and his family. We've traveled for work and it can be exhausting and can make distracted driving more of a risk. Not to mention the already distracted drivers on the roads. We love a good road trip to get out of town to spend time as a family. I can only imagine how much he is missing when he is constantly on road trips for work to provide for his family. We know a couple of neighbors have voiced concern about our property values going down due to him having a helicopter on his property. I had a casual conversation regarding this with our financial advisor. He informed me that it would likely increase our property values. We are not concerned about losing any value in our property. We would like to reiterate that we support the Schieffer's in this venture to help improve his quality time with his family, make work easier to access in a timely manner and the trust we have in Doug after knowing him and his family for so many years.

If there any questions, please contact either of us at [952-461-4808](tel:952-461-4808)

Sent from [Mail](#) for Windows 10

From: Corsican69 shawn.david.peterson@gmail.com  
Subject: Helipad  
Date: Aug 13, 2020 at 1:52:57 PM  
To: dougschieffer74@gmail.com  
Cc: David Turnberg dmturnberg@hotmail.com

Doug,

I have no concerns about your helipad plans. The information you provided was helpful and I see no issues with your plan to move ahead.

Shawn

Shawn Peterson  
26251 Wyldewood Dr  
Webster, MN 55088



From: Sean Murphy [murphy@aaaaparts.com](mailto:murphy@aaaaparts.com)  
Subject: CUP Request  
Date: Aug 13, 2020 at 4:12:06 PM  
To: [dougschieffer74@gmail.com](mailto:dougschieffer74@gmail.com)

Good day Doug,

I have read thru your information regarding you CUP request and in 100 % support of you. I look forward to see you reach your goal. I have worked in the aviation industry and support you fully!

Sean Murphy (and Susan, Cole & Lacie)

26545 Wyldewood Dr  
Webser, MN 55088

952-461-2622 (home)  
651-387-7795 (cell)

## Schmitz, Martin

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**From:** David Turnberg <dturnberg@northlandcm.com>  
**Sent:** Monday, August 31, 2020 1:57 PM  
**To:** Schmitz, Martin  
**Cc:** David Turnberg  
**Subject:** [External]FW: helicopter use in Wyldewood Ponds

Marty, another support letter.

Thanks!

**David Turnberg**  
**Investment & Property Management**  
Northland Concrete & Masonry Company, LLC  
**Cell: 612-309-1155**  
Direct: 952-542-5550  
Fax: 952-890-1699



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**From:** David Turnberg <dmturnberg@hotmail.com>  
**Sent:** Monday, August 31, 2020 1:40 PM  
**To:** David Turnberg <dturnberg@northlandcm.com>  
**Subject:** Fwd: helicopter use in Wyldewood Ponds

Sent from my iPhone

Begin forwarded message:

**From:** Gail Turnberg <[gailturnberg@hotmail.com](mailto:gailturnberg@hotmail.com)>  
**Date:** August 31, 2020 at 1:38:44 PM CDT  
**To:** "<[dougschieffer74@gmail.com](mailto:dougschieffer74@gmail.com)>" <[dougschieffer74@gmail.com](mailto:dougschieffer74@gmail.com)>  
**Subject:** helicopter use in Wyldewood Ponds

Dear Doug-

Thank you for sending the information regarding your plans for the use of your helicopter in Wyldewood Ponds. The Turnberg family has no objection to your plans and supports your goals for the ability to operate the helicopter on your property.

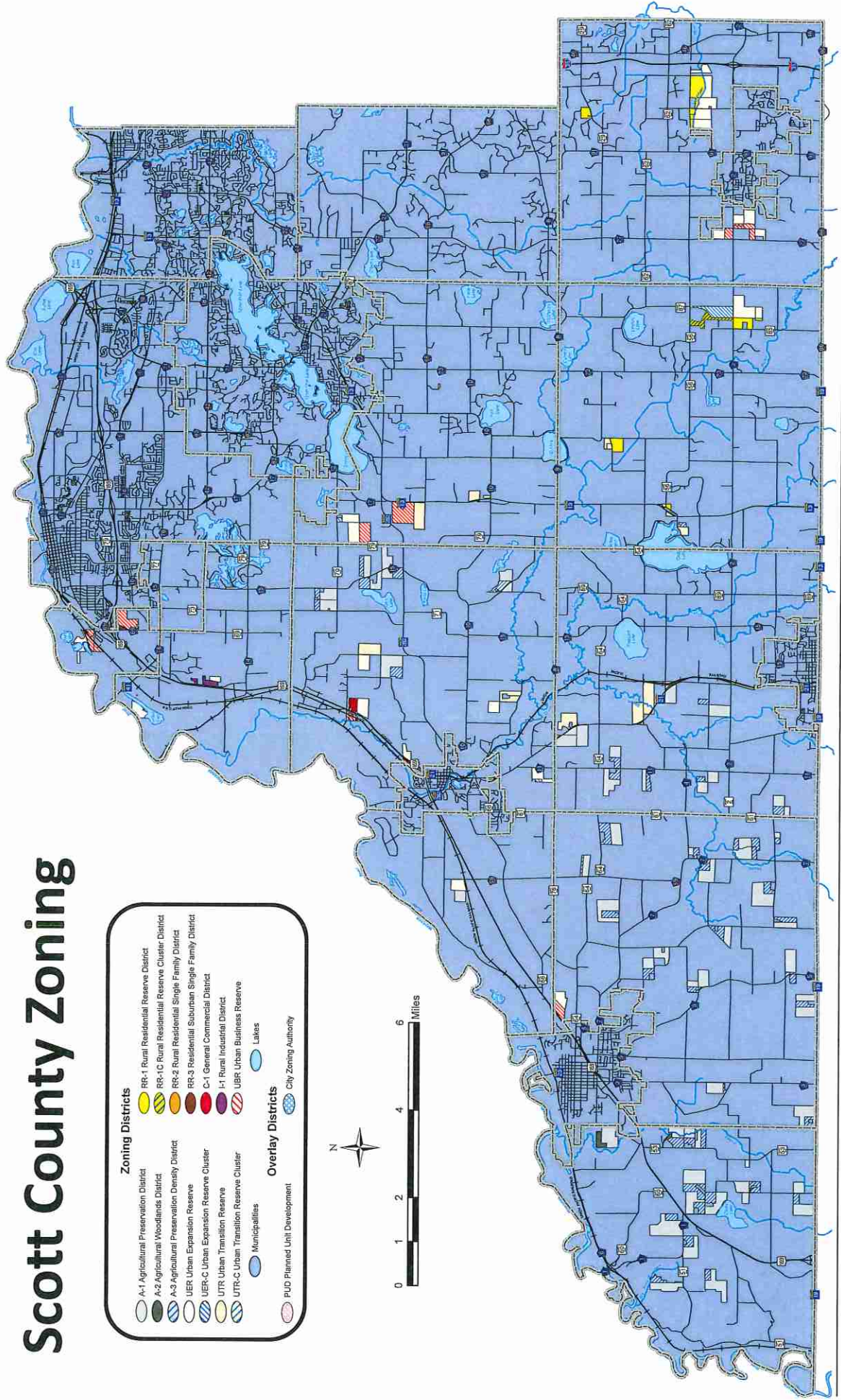
Sincerely,

The Turnberg Family (Gail, David, Griffin, Drew and Charlie)  
26210 Wyldewood Dr  
Webster, MN 55088



# Scott County Zoning

- | Zoning Districts  |  |
|-------------------|--|
|                   | RR-1 Rural Residential Reserve District                |
|                   | RR-1C Rural Residential Reserve Cluster District       |
|                   | RR-2 Rural Residential Single Family District          |
|                   | RR-3 Rural Residential Suburban Single Family District |
|                   | C-1 General Commercial District                        |
|                   | I-1 Rural Industrial District                          |
|                   | UBR Urban Business Reserve                             |
|                   |  |
| Overlay Districts |  |
|                   |  |



SCOTT COUNTY PROPERTY & RESOURCE MANAGEMENT  
 Zoning Administration  
 200 Fourth Avenue West, Shakopee, Minnesota 55379-1220  
 (952) 496-8475 • Fax (952) 496-8495 • Web: www.scott.mn.us



## Scott County Zoning Districts

Effective: January 20, 2010

Updated: January 1, 2020

This map is a legally recorded document. It is a compilation of records, information, and data located in various county, township, and city records. It is not intended to be used as a survey. Scott County is not responsible for any errors or omissions contained herein. If discrepancies are found, please contact Scott County Zoning Administration or the Scott County Surveyors Office.



Map VI-37  
AIR TRANSPORTATION MAP

